CYCLE NEWS®

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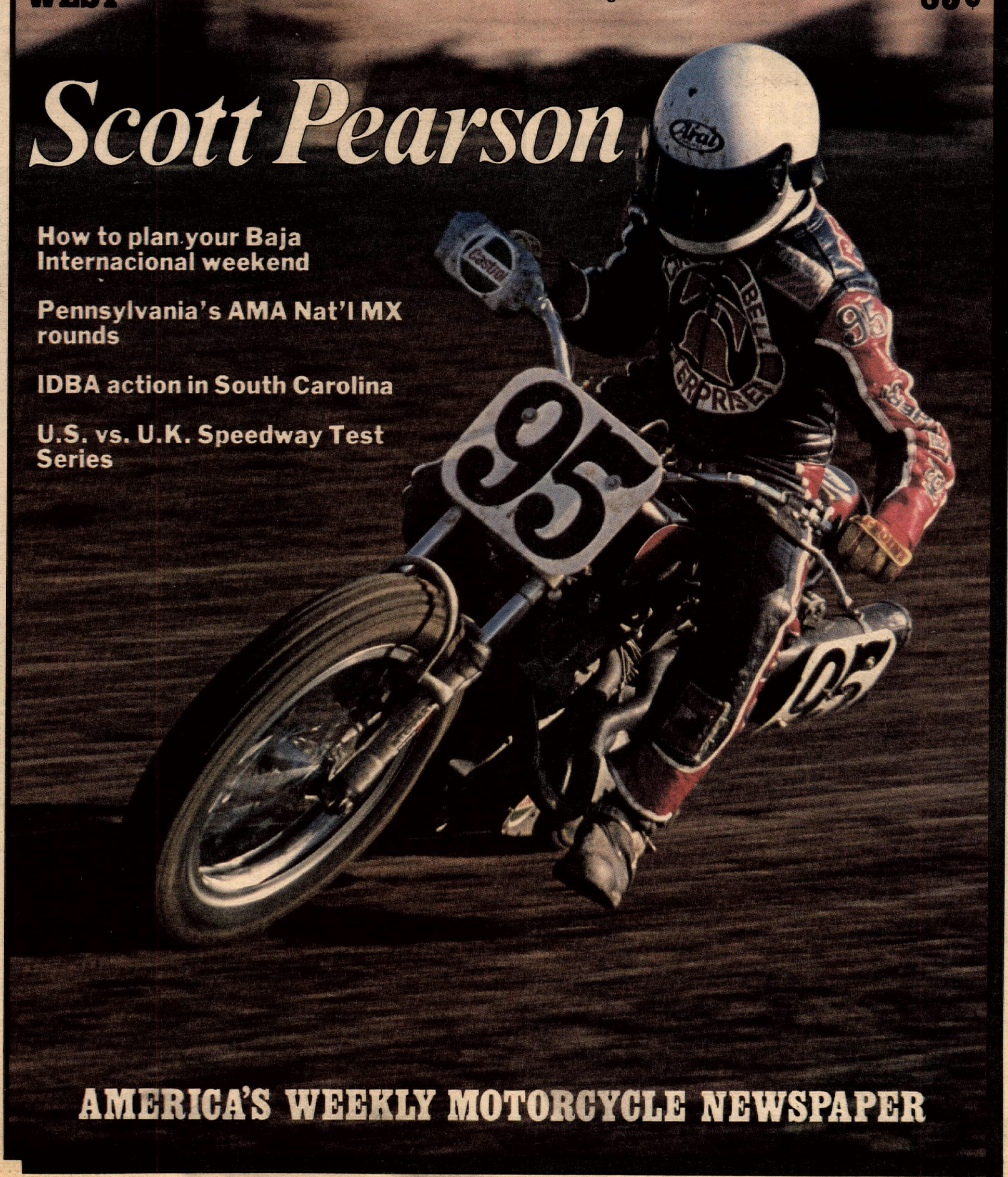


Scott Pearson

How to plan your Baja Internacional weekend

Pennsylvania's AMA Nat'l MX rounds

IDBA action in South Carolina

U.S. vs. U.K. Speedway Test Series

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

Points leader in the 500cc World Championship MX Series, Andre Malherbe topped the first moto at the May 24 Swedish round, but did not finish the second moto due to motor problems. That left the overall victory to Honda teammate Graham Noyce who blasted off a 2-1 score. The two hold the top spots in the points race, Malherbe with 89 and Noyce with 63 points. Third in series points is Team Yamaha's Andre Vromans with 52. Vromans placed third in the first Swedish moto, but like Malherbe scored no points in moto two. Brad Lackey squeezed out a seventh placing in the first race but couldn't back it up in the second. Lackey is presently 10th in the series with 19. Following Malherbe, Noyce and Vromans are Hakan Carlqvist (Yam/48); Jean-Jacques Bruno (Suz/44); Jaak Van Vethoven (KTM/34) and T. Pikkarainen (Mai/30).

Georges Jobe rocketed his works Suzuki to a convincing double moto victory in the May 24 Czechoslovakian 250cc World Championship MX Series round, and Team Yamaha's Neil Hudson put in an equally convincing 2-2 second placing. KTM's Kees van der Ven scored a 3-3 third. American Husky rider Mike Guerra rode to a solid 6-5 fifth overall behind Rolf Diffenbach's Honda. Jobe extended his series lead to 131 over Hudson's 75 while van der Ven holds third with 64. Guerra has 24 points, good enough for seventh at this point in the season.

In 125cc World Championship MX Series action, Harry Everts racked up another 1-1 day for Suzuki in Yugoslavia. Marc Velkeneers, riding for Yamaha, placed second overall with a 2-3 tally. Those two hold the top series placings with 100 points for Everts, 92 for Velkeneers. Michele Rinaldi, 3-DNF at Yugoslavia, and Akira Watanabe, who finished 8-2, are tied for third in the series at 90 points each. Guiseppe Andreani is fifth with 87 and Erik Geboers follows closely with 85. No runaway in this series!

In the World Championship Road Race Series, the 500cc class took a break leaving the smaller bore classes to compete in the May 24 Jarama, Spain event. Anton Mang demonstrated his World Championship-winning talent in the 250cc class where he led Kawasaki rider Balde, Yamaha rider Lavado and our own Yamaha-mounted Rich Schlachter to the checkered flag. Schlachter suffered a very bad start, leaving the grid last, but turned in lap times only .02 second slower than Mang's on his recovery ride up to fourth. Angel Nieto piloted his Minarelli to the head of the 125cc class again, and Bultaco rider Tormo topped the 50cc event.

You'll notice in our coverage of the U.S. vs. U.K. Speedway Test Series on p.22 that we've omitted the second and third of the five races. Thanks to ultra-slow mail service from "The Island" the stories didn't arrive in time for pressday (Tuesday). Instead, we received — by surprise — results and photos of the Swedish vs. U.S. Test Series. We lost that one too, but at least here's some sort of coverage!

The original Superbowl of Motocross, this year slated for July 11 in the L.A. Coliseum, has a new sponsor. Papa joins Stadium Motorsports in welcoming Sprite (the soft drink) to the world of Supercross. Tickets for that race are now available at Ticketron outlets and the Sports Arena Box Office for $6, 9, 12, 15 and $18. For more info, dial 213/748-6131.

If (1) you're a high school student, (2) you like to take photographs and (3) you're going to the USGP at Carlsbad on June 21, you may enter the High School Photo Contest. Write to Concepts Unlimited, 14024 Sylvan St., Van Nuys, CA 91401 for details.

Roberts/Lawwill Racing riders Mike Kidd and Jimmy Filice will be riding Harley-Davidsons at the Louisville, KY, and Harrington, DL, AMA/Winston Pro Series half miles. Their Yamaha 750 V-twin machines are having new frames built, and will "re-debut" at the June 14 Indy mile. "I didn't like what I saw at Ascot," said Mert Lawwill, "and although it might work at other tracks, you might as well do it right from the beginning." The new frames will feature a slightly different engine location for better weight balance left to right, and a stronger backbone area.

One of *Cycle News'* favorite contributors, Suzie Mann, performed (as she put it) a standard clutch maneuver, i.e. parking lot tipover in Leggett, CA a week or so ago. *Road Rider Magazine's* Mary McGee was on her way to the Krauser open house in Seattle, and Suzie went along for the ride. She injured her foot and was unable to ride the bike home. She was rescued by Steve and Wendy Epstein who flew their plane up to Leggett, then Wendy rode Suzie's bike back. Thanks, folks. Good to know someone's looking after her.

Honda twins outlawed? Probably, according to Hirco Race Team coordinator Gerald Davidson's comments at an introduction of Honda's new competition workshop in England. Davidson told reporters that Honda has a twin cylinder 125cc motocross engine in the works but then stated that it would likely be banned due to the FIM's "restrictive attitude." Davidson wants the issue to become the subject of public debate before the FIM's Autumn Congress, according to a report in England's *Trials + MX News* newspaper.

Also from the pages of *T+MX News*, the Swiss government has banned all cigarette advertising. Big deal, you say? That ban included this year's sponsorship of the Swiss 500cc MXGP, supported in the past by Camel cigarettes.

Marty Tripes has decided to use his 430cc Husqvarna works MXer after having tried — unsuccessfully — to campaign the 490cc factory bike. The still-in-development 490 is presently experiencing clutch problems.

Yamaha-mounted Scott Pearson was the Expert winner at the Boise, ID, AMA Regional TT, run May 24 after an earlier rain-out. Brad Hurst had led the event going into the last lap, but fell and Pearson took the win. Bill Scott (Yam), the Junior winner, and Pete Hames (Kaw), ditto in the Novice class, made it a California sweep of the event.

There will be a meeting of the California Dept. of Parks and Recreation's OHV Advisory Committee on June 5. Beginning at 9 a.m. at the County Government Center, 70 W. Hedding, in San Jose, the meeting will include discussion of the preliminary general plan for the Carnegie SVRA, production of a film on OHV safety, and OHV grant projects for the Mendocino National Forest. The OHV Advisory Committee will also tour the Carnegie site on June 5, and tour the Hollister Hills SVRA on June 6. For more info, contact Dave Cox at 916/322-9619.

The Hungry Valley SVRA general plan, scheduled for final modifications and approval by the California Park and Recreation Commission on May 8, but then postponed because the Commission failed to produce a quorum, is back on the schedule. The next Commission meeting within 100 miles of Hungry Valley (as required by law) is July 10, in Bakersfield.

More on the Kawasaki GPz1100 to be given away at the July 26 AFM 6-Hour Endurance Race at Riverside (CA) Raceway. The contest is sponsored by Kawasaki and Budweiser Beer, and you can enter it at participating Budweiser outlets, and at Kawasaki shops, beginning June 21. Racegoers will not only see the 6-Hour, but also a 250cc GP event, and the only west coast round of the Battle of the Twins series. For more info on the event, call the AFM at 714/523-2202.

Those up in the Pacific Northwest will want to catch the Motorcycle Safety Fair '81 at the King County Fairgrounds in Enumclaw, WA, on May 31. The event will include speakers and seminars on safety, bike safety and sound checks, the Seattle Cossacks motorcycle stunt and drill team, and an all-day film festival of motorcycling movies, including the original *On Any Sunday*. All this is sponsored by the Six Pence M.C. For more info, call 206/841-3563.

HosPITal STOP: The Cat's Revenge? Could be. Cartoonist Tony Bell, whose agile mind has put our favorite kitty, MX Cat, over the bars, under the frame and through the mill, suffered an endo of his own as evidenced by the News Release printed elsewhere in the Latest Poop column. Send those get-better-quick cards, notes and

NEWS RELEASE

CRTOONIST CLOBBERED IN SLOWPED CRASH!
TONY BELL, CREATOR OF MX CAT, AUGERED IN ON HIS YAMAHOPPER AT 8:00 AM ON FRIDAY MORNING. THE CRASH SCENE WAS IN THE DRIVEWAY OF THE GAS STATION NEXT DOOR TO XALAPINO CHARLIE'S WHERE HE JUST HAD BREAKFAST.

THE DISASTER WAS CAUSED BY A STUPID STEEL BRACKET WELDED OVER THE SIDEWALK.

BELL IS PRESENTLY RECOVERING FROM HIS INJURYS, CRACKED RIBS.
NEEDLESS TO SAY, THIS CURTAILS COMIX DRAWING FOR A WHILE. SINCE HE WAS PLANNING TO DRAW LAST WEEKS ON FRIDAY, OF COURSE HE IS GETTING BEHIND. HOPE YOU HAVE A GOOD BACK LOG

CRASH & BURN NEWS SERVICE
AUSTIN, TX

funny stories to Tony Bell, 1004 Garner, Austin, TX 78704.

People who normally have no special interest in buying *Forbes' Business Magazine* might enjoy picking up the June 8 issue. For probably the first time ever, an article bylined with the name of a motorcycle publication's editor, Allan Girdler, has been printed. Entitled, "In the land of the midnight sun," it's the story of a Harley- and Honda-mounted trip to the Arctic Circle.

Seen pictures of the Suzuki Katana? A prototype unit is presently in the U.S. for photos/riding by the magazines, and a production run is slated for right about now.

We'll all be at the World Championship Speedway Qualifier at the L.A. Coliseum on Saturday night, May 30, but the quiet, reserved entourage normally found in the Costa Mesa box will also be at Orange County Fairgrounds for the regular Friday night show. All the favorites — Penhall, Schwartz, Oxley, Crisco, Christian, Bast — will be there too. See you?

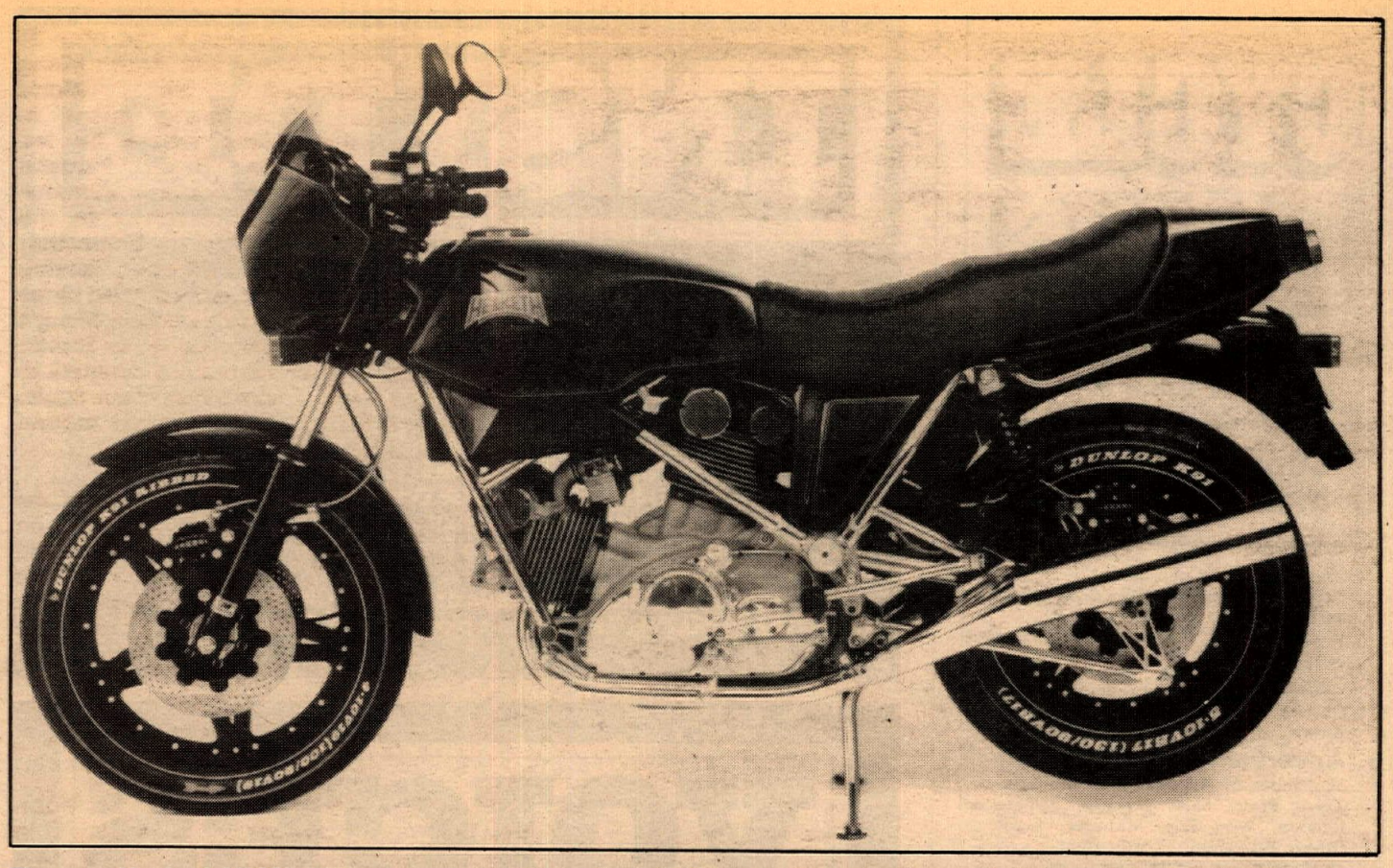
HosPITal STOP: Damian Ulrich, 7, is recovering from internal injuries suffered in a bicycle/car collision three weeks ago. Damian appeared in Cycle News subscription ads four years ago and was headlined as winner of a WERA road race at Las Vegas in an issue dated April 1. His father is former Cycle News/West editor and current Cycle World executive editor John Ulrich. Damian faces another couple of lonely weeks in Kaiser Hospital, Pediatrics Ward, 9961 Sierra, Fontana, CA 92335, and any cards and letters will be appreciated.

Bernie Schreiber, rumored to be planning a move from Italjet to another manufacturer, ended the guessing game by signing a two-year contract with the Italian company recently. Disappointed in his early season showings, Schreiber has reportedly switched back from experimental Michelin tires to the tried-and-proven Pirellis, and he feels that the change in rubber will make the difference in his upcoming performances.

While traveling to a Dutch International event with Graham Noyce and mechanic Francois Goffins, Team Husqvarna's Marty Tripes received minor cuts from a broken windshield when a swan tried to share the same space with them. Noyce was unhurt; Goffings picked up a cut or two; the swan DNF.

Got your tickets for the May 30 U.S. World Championship Speedway Qualifier yet? Ticketron outlets have them, as does the L.A. Sports Arena box office, and they cost $10 for adults. Kids age 12 and under will be admitted free when accompanied by an adult. They'll also be on sale at the L.A. Coliseum on race night when the gates open at 6:30 p.m. The program begins at 8:00 p.m.

On May 31, the Southern California Yamaha Dealers Association will present the fourth annual Dunestown Grand Prix at Indian Dunes, and it's a qualifier for the L.A. Coliseum CRC stadium race. There'll be a $1,000 purse, 20% trophies and drawings for two Yamaha Tri-Motos plus many more prizes. The 10-mile course will include the International track, Shadow Glen track, sandwash and mountains. For info, phone CRC at 213/830-7519 or 714/689-6114. While you're talking with them, ask CRC to send you the complete Amateur Supercross qualifier schedule for the L.A. Coliseum event.



The new Hesketh V1000 will go on sale in Britain, Aug. 1, 1981, marking the first entirely new British road bike to appear in 12 years. Since the first models were shown last year, vigorous testing has resulted in a few changes, including shorter wheelbase, more ground clearance and larger front wheel. The bike's announced price tag is 4,495 Pounds Sterling, well over the $8,000 level.

Your favorite hotshoe wizard, Ken Maely, and wife Judy will be on the road for the entire month of June. The Maelys will be at the Harrington Half Mile and the Loudon road race, open for business as usual.

John Cork of Garden Grove turned in the top-rated snapshot in the Pacific Photo Contest held at the Apr. 5 Saddleback Nationals MX. Cork's print of the Hannah/Howerton duel in the second moto wins the young Californian a new Canon AE-1. Rob Petrin picked up a $50 gift certificate for his photo of Donnie Cantaloupi captured on color film and Randall Small won top honors in the B&W division with a shot of Suzuki rider Ron Turner.

The Saturday Summer Series begins at Saddleback Park on June 6 and continues on June 13 and 20. The series is sponsored by four local Suzuki dealers: Anaheim Suzuki, Saddleback Suzuki, California Suzuki and Southland Cycle. Pro purse money of $3,000 will be up for grabs along with over $3,000 in Amateur prizes including a 1981 RM80. For more info call 714/495-4771.

District 36 short trackers can look forward to a double header weekend May 30 and 31 at Lodi Cycle Bowl, 5801 E. Morse Rd., Lodi, CA. Saturday night race info is in the Calendar section, but the Sunday particulars reached us a bit late. It features 100% Semi-pro payback, the gates open at 8 a.m., practice starts at 10 and competition gets underway at noon. M&D Promotions is putting on the Sunday show; call 209/464-6982 for more info.

On June 7, the Clover Creek Dusters M.C. will hold their Treasure Hill Gran Prix at Pioche, NV. It features a 12-mile course through the old (but well preserved, so we're told) ghost town of Pioche and surrounding areas. Start time is 7:15 a.m. Minibike entry is $9, big bikes go for $12, and out-of-state cards will be accepted. Need to know more? Call 702/726-3231 and tell 'em Papa sent you.

Kris Morgan from Goshen became the first Utah resident in over 20 years to take the Cherry Creek Hare & Hound at Eureka, UT on May 24. Morgan (Hus) diced with Scot Harden (Hus) for the first 90 miles until Harden's bike reportedly threw a rod. At the finish, Morgan had 19 minutes over runner-up Kevin Welch (Mai) from Las Vegas.

Pro Circuit Husky rider Jeff Jennings crashed at the Mt. Morris, PA 500cc National and broke a small bone in his wrist. Doctors say he'll be out of action for four or five weeks; Jeff hopes to be back in the saddle in half that time.

There will be two new sponsors for the 58th running of the Winston Pro Series Laconia Classic Road Race June 20-21 at Loudon, New Hampshire's Bryar Motorsport Park -- Bell Helmets and Accel motorcycle ignition systems. Bell will sponsor the Bell Superbike Classic, the feature race on Saturday, May 20, while Accel's involvement will be with the National Championship event, now called the Accel Formula One Classic on Sunday.

HosPITal STOP: Two Yamaha riders were downed recently. Erik Kehoe crashed last weekend and broke an ankle while Rick Johnson stepped off and is now walking around with his wrist in a cast. Erik's address is Centinela Hospital, Rm. 7001, 555 E. Hardy, Inglewood, CA 90301. And you may send Rick's get well wishes to 834 Vista Grande Road, El Cajon, CA 92021.

The works Honda that took Roger DeCoster to the Luxembourg 500cc World Championship MX round win at the end of last season is making its rounds. Graham Noyce had the bike for practicing earlier this year, and now it is in the hands of Dutchman Gerrit Wolsink, who rode it in the Austrian GP on April 5 and will use it in future races.

Talk was circulating around Atlanta last week that had Road Atlanta going on the auction block in early June. Reportedly, Road Racing Inc., Arthur Montgomery's firm, had foreclosed on the Whittington brothers' mortgage. Both Don and Bill Whittington were in Indianapolis where both qualified for the Indy 500. A track spokesperson said, "Don (Whittington) and Arthur (Montgomery) have a close rapport and I'm certain that they'll work everything out before things hit the court square."

Malcolm Rathmell, Manuel Soler and Ulf Karlson will make up the European contingent of Montesa sponsored riders contesting the June 14 World Championship Observed Trials round at Watkins Glen, New York. Curt Comer and Marland Whaley will be the American supported contingent.

Seven-time AMA National Championship Enduro Series titlist Dick Burleson finds himself in a familiar position -- leading the point standings -- after four rounds of the 12 event series. A rider's ten best scores count toward the title. Following are the top ten: 1. Dick Burleson (Hus) 94; 2. Mike Melton (Hus) 82; 3. Darryl Kuenzer (KTM) 60; 3. Terry Cunningham (Hus) 50; 5. (TIE) Jeff Fredette (Hus)/Kevin LaVoie (KTM) 49; 7. Mark Hyde (Kaw) 40; 8. (TIE) Vic Ely (Kaw)/Barry Avery (Hus) 33; 10. Larry Roeseler (Yam) 30.

The infamous southern California clay that provides the surface for most southland motocross tracks, is soon to be a thing of the past at Saddleback Park. Saddleback has purchased a skip loader and is adding several tons of sand to the International course each week.

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America's weekly motorcycle newspaper

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ON THE FRONT PAGE: Interview subject Scott Pearson is caught in action on the famous piece of real estate known as The Ascot South Turn. Scott's interview begins on p. 14. Photo by Dale Brown.

INSIDE

MOTOCROSS: Everts bests West German 125cc MXGP 5
Howerton, Glover keep on blitzin' in Pennsylvania 8
DRAG RACING: O'Brochta tops in IDBA Top Fuel 12
INTERVIEW: Fast starter Scott Pearson 14
Up and coming road racer Jimmy Adamo 18
GUIDE: The streets of Ensenada 20
SPEEDWAY: Yanks defeated in English Test Series 22
King, DeTemple tops at home 26
DESERT HOTLINE: Novice wins D-38 One Day Trial 28
TEN YEARS AGO: Weinert wins a half mile 29
WESTERN HOTLINE: Road rashing from Arizona 30
PUZZLE: Banks is back! 37
NORTHERN DATELINE: Two days of Virginia City GP 38
CENTRAL PIPELINE: Texas Championship MX Series continues 42

VOICES

Thanks to the bad guy?

We just got rid of another attempt to pass a helmet law; we noted that after all the defeats in the past, some politicians just had to drag it up again. I really wonder why some politicians don't have better things to do with their time — like *cutting* the fat out of state budgets. I could really make some suggestions, couldn't you?

Now that we have laid the helmet issue to rest (until the next politician needs some fresh exposure); I want to call your attention to a *far* more important issue that is going to cause us more grief than a helmet law ever will.

This State Senator Presley that is being *thanked* in Voices *(Cycle News,* May 13, 1981) just happens to be the author of Senate Bill No. 33. The guise of the bill is a yearly inspection of motor vehicles for smog; but smog doesn't seem to be the real purpose. I see the real purpose of this bill as getting a death grip on your most important asset — your wheels. If you don't think your wheels are your most important asset, try walking to work tomorrow morning. If Presley can get his Senate Bill 33 passed it means you are going to pay between $50 and $100 (plus wait in a very long line) just for a vehicle inspection; and that is each and every year. Whoever inspects your vehicle has complete control over you — you do what they say, or you don't get license tags for your vehicle. Do you trust a person to inspect your vehicle who probably knows less about it than you do? Are you going to let a stranger dictate to you?

State Senator Paul B. Carpenter's poll showed that 92% of the people don't want an inspection.

Inspection programs have been turned down an astounding 16 times in the California Legislature. Yet here we have Senator Presley still pushing his SB33. To top that off SB33 itself has already been *defeated* in the Legislature, and here is Senator Presley dragging it back again (talk about wasting the taxpayers' time and money).

I think the real truth is that Prop. 13 put a crimp in the spending habits of the group that passes out the money in Sacramento; they need more money to throw away, so the state is going into business *against* you. The state charges you any amount they wish for an inspection, and if you don't pay, no license tags. At $100 or so per vehicle this is a real bonanza for the big spenders in Sacramento.

If you have any doubts about what I say keep in mind iust this last week you received a 2¢ per gallon tax increase (plus the additional sales tax), plus a raise in driver's license fees, plus a raise in vehicle registration fees. Did you want that?

Frankly, I don't think we need people like Senator Presley working against us; and we sure don't need to be *thanking* him.

M. BALDWIN
Wilmington, CA

Vote June 2 in the Los Angeles General Election

Bill Orozco is running for Office Four of the Board of Trustees, Los Angeles Community College District. Bill is a Trade-Tech graduate and very concerned about the future of Los Angeles Trade-Technical College and vocational education. Bill is facing Lindsay Conner, an attorney, who is backed by State Assemblyman Howard Berman and the Democratic Party. After the primary election on April 14, the L.A. *Times* reported that Orozco spent $3000 to finance his own campaign. In comparison, the backers of Conner spent $30,000. Governor Jerry Brown got his start in state politics by being elected to the L.A. Community College Board of Trustees. Conner has been identified as having great political potential and needs this position to spring board him into higher politics.

Vocational instructors at L.A. Trade-Tech are scheduled to go from teaching 24 student contact hours per week to 21 hours a week. Industrious instructors concerned about student education have come up with a team teaching schedule which will still enable students in trade majors to be taught 24 hours per week. The union which represents all teachers in the district intends to reduce teaching time even lower than 21 hours per week. This will kill the team teaching concept and vocational education.

We need a trustee like Bill Orozco who will protect vocational education and its cost to the taxpayers. Because organized labor has proven that they can deliver votes, Bill Orozco, Trade-Tech, and vocational education might just get used for traction. We need your support and the support of your friends and neighbors. Please read my paid ad in the Want Ads in this issue. Young motorcyclists are traditionally non-voters. It is time to change that image and to protect our sport and industry.

Annually the representatives of the motorcycle industry meet at L.A. Trade-Tech to keep our program current with industry. Now it's time that local voters put elected officials into office that will increase the U.S. productivity as high as the motorcycle industry productivity is. We need more than the projected 20 to 30% voter turnout. Mayor Bradley, who won re-election on April 14, is a friend of vocational education and was the main guest speaker at the Master Advisory Breakfast held at L.A. Trade-Tech on May 20. Hopefully the 42% of registered voters who re-elected Mayor Bradley will return to support Bill Orozco and prove the pollsters wrong on June 2. So please vote and bring a friend along.

PAT OWENS
Temple City, CA

Mt. View problems

On May 3, 1981, the Mt. View Cycle Park in Sandy, OR, hosted the second meet of the Yamaha Perpetual Gold Cup Series. If the conditions prevailing that Sunday are common to major motocross events, then it is no wonder that there is concern for the future of motocross in this country. On the other hand, if the chaotic conditions and delays were due to lack of planning and administration by the local track, then the sanctioning body, AMA in this case, and the Yamaha Gold Cup administrators should become more involved to assure a program both riders and spectators can enjoy, rather than have to endure.

I have elaborated on these problems in a letter to the owner/operator of the Mt. View Cycle Park, but for brevity will only outline them here.

1. Apparent lack of planning for this major event.
2. Inadequate and unsupervised parking for both overnight campers and race-day-only riders and spectators.
3. Incomplete pre-race publication of admission fees, rider fees and changes from usual trophy percentages.
4. Not enough sign-up personnel to handle what should have been forseen as an over-flow crowd.
5. Late arrival of ambulance and medics. (This alone caused an over one hour delay.)
6. A public address announcer who seemed to know nothing about motocross or the people involved and who provided almost no race commentary.
7. Delays and last minute changes of improvisations that changed an advertised starting time of 9:30 a.m. to an actual starting time of 12:15 p.m.

Please, for the sake of motocross, will all parties involved, particularly in these major events, and even in the routine weekly local events, do all they can to help one another to assure the presentation of a more acceptable program for both the riders and the spectators.

GARY L. HUNTER
Portland, OR

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

World Championship 125cc MX Series: Round 4

Everts on top in West Germany

By Bruce Thompson

GOLDBACH, WEST GERMANY, APR. 26

A second and fourth was good enough to hoist Harry Everts to the top of this season's 125cc World Championship point standings at the West German GP at Niederwurzbach. The surprise of the day was Giuseppi Andreani taking wins in both legs to place him second in the title chase.

In the first race Andreani shot his KTM into a lead he never relinquished. In the cloud of dust behind Gaston Rahier and Harry Everts were trying to fight off persistent attacks from Michele Rinaldi, Akira Watanabe and Erik Geboers. It took Geboers half the race to pass Watanabe.

With 30 minutes gone Geboers spun his bike around on a dry but slippery uphill section which brought a cry from the crowd, but he had time to get going before Watanabe arrived on the scene. Rahier eventually gave way to Everts and Rinaldi due to pain in the left hand he broke in practice two weeks before.

After 40 minutes plus two laps of dicing Everts was only yards behind the leader as they crossed the checkered flag. Rinaldi took third with Geboers next, and Rahier was ten seconds behind the pair but well ahead of Watanabe.

Geboers took the lead from Andreani and Rinaldi in the second race. Everts was less fortunate at the take-off but was soon closing on Rinaldi, Watanabe and Rahier. The latter two tangled, delaying Watanabe so much he retired just after the halfway mark.

Geboers dropped his works Suzuki on a slow bend and Andreani and Rinaldi nipped past before he got going. With three laps to go Rinaldi, Andreani and Geboers were again wheel to wheel; then Geboers dived to the inside on the last corner at the top of a 40 foot drop to the finish straight.

Geboers and Rinaldi came to the drop for the last time together. Geboers tried the same stunt but this time his rear wheel kicked badly, the two touched together and both came to grief on the ground 40 yards from the flag! Andreani rode past the tangled mess to take the checkered flag.

Geboers remounted first to take second while Rinaldi made it home only a few seconds in front of Everts.

A protest was lodged by the Gilera team against Geboers for dangerous tactics and for taking his bike to the paddock and not the parc ferme after the race.

Results

1st moto: 1. Guiseppi Andreani (KTM); 2. Harry Everts (Suz); 3. Michele Rinaldi (Gil); 4. Erik Geboers (Suz); 5. Gaston Rahier (Gil); 6. Akira Watanabe (Suz); 7. Marc Velkeneers (Yam); 8. Mauro Miele (KTM); 9. Alain Lejeune (Cag); 10. Ari Viiri (Suz).

2nd moto (results subject to protest): 1. Andreani; 2. Geboers; 3. Rinaldi; 4. Everts; 5. Rahier; 6. Miele; 7. Velkeneers; 8. Henk Seppenwoolde (hon); 9. Yuri Khudiakov (CZ); 10. Johan Martens (Yam).

World Championship 125cc MX Point Standings (subject to protest): 1. Everts (68); 2. Andreani (62); 3. Rinaldi (60); 4. Velkeneers (57); 5. Watanabe (54); 6. Geboers (50); 7. Rahier (39); 8. Milee (23); 9. (TIE) Maddii/Martens (22).

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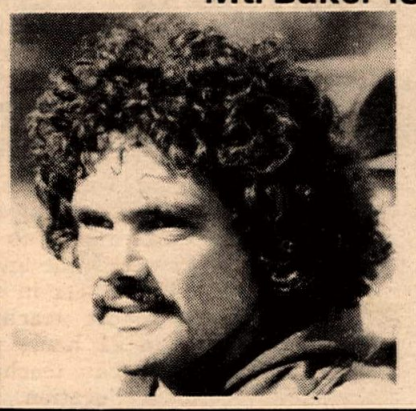

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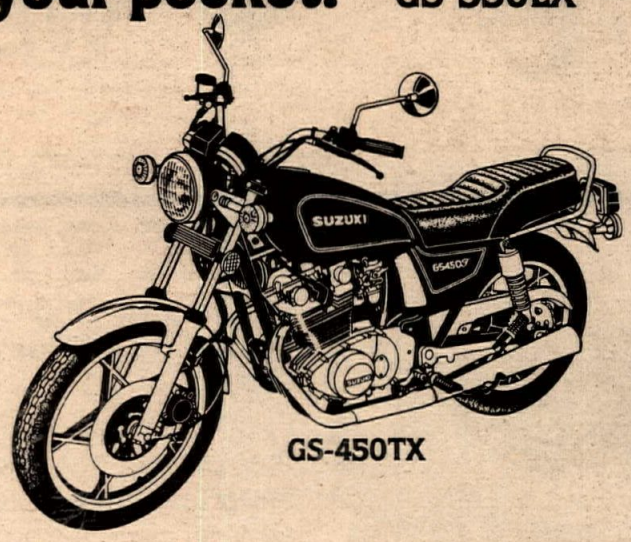
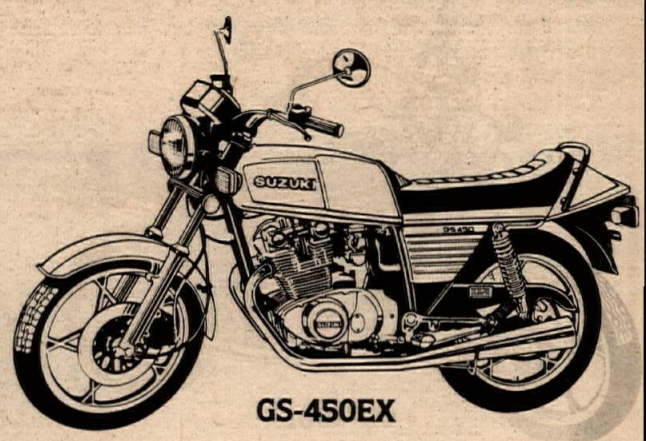


GS-450TX



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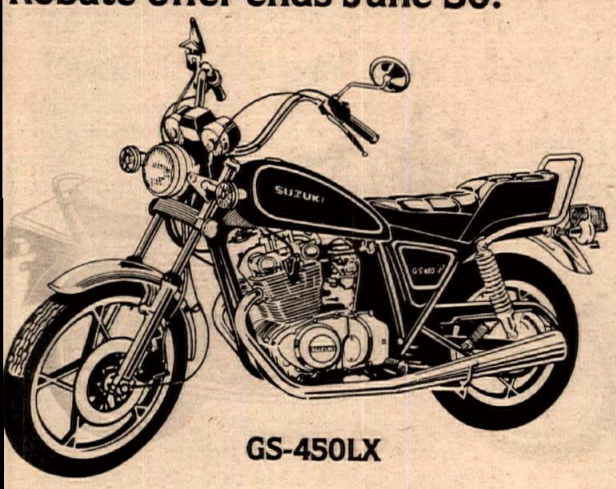

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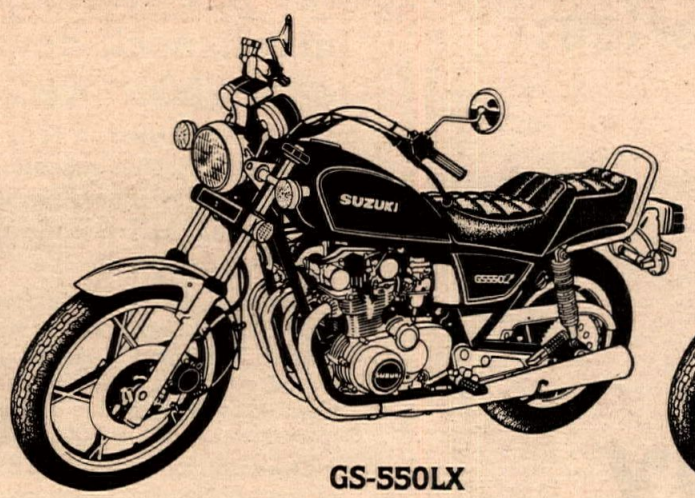

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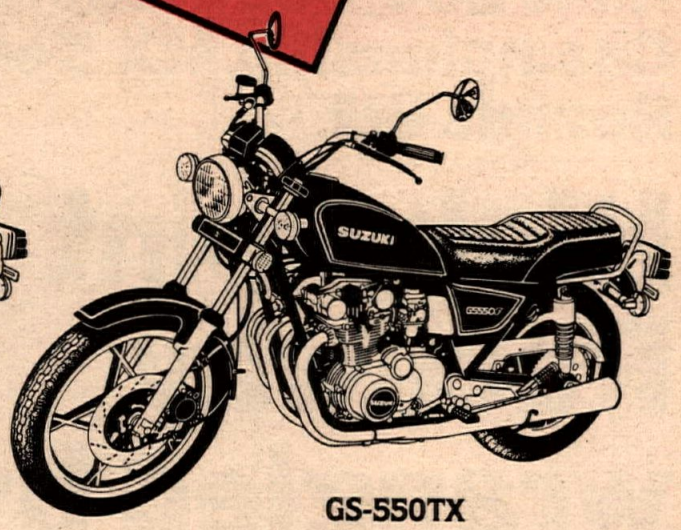

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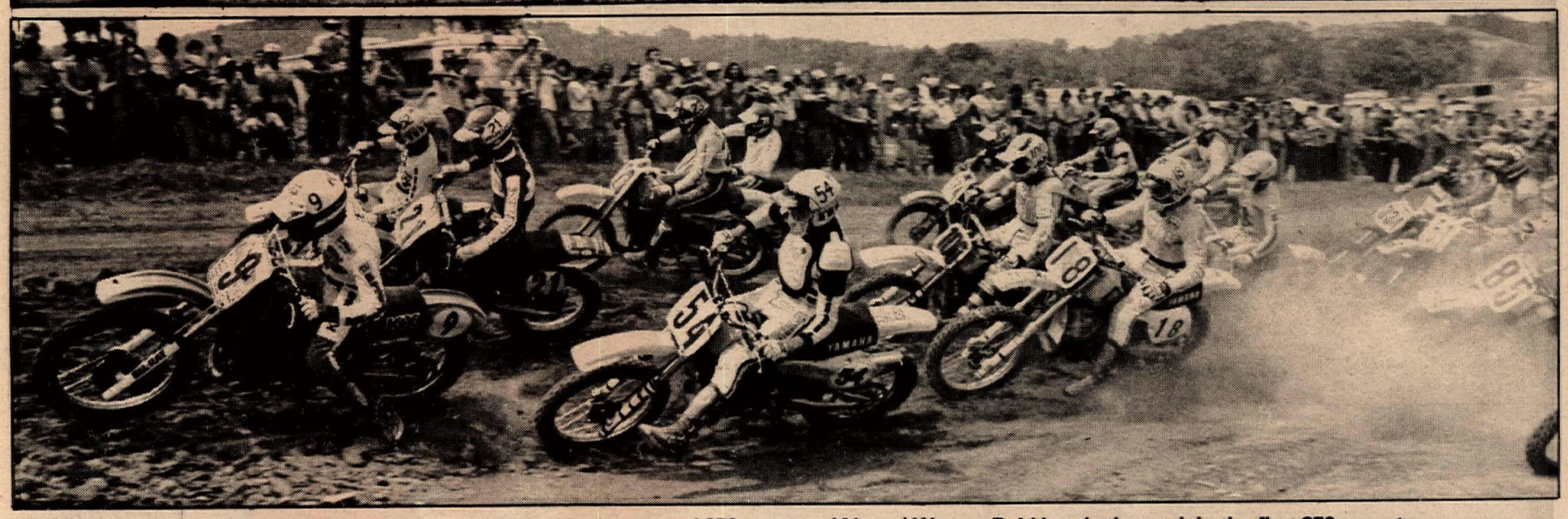


(Top) Bob Hannah (100) and Kent Howerton battled hard in the second 250cc moto. (Above) Warren Reid heads the pack in the first 250cc moto.

AMA 250/500 National Championship MX Series: Rounds 6/2

High Point Raceway wrangled by Howerton, Glover

By Tom Mueller

MT. MORRIS, PA, MAY 24

Suzuki's Kent Howerton once again worked his way past Yamaha's Bob Hannah in another literal knock-down, drag-out battle on his way to the 250cc overall, and Yamaha's Broc Glover made it four wins in four 500cc motos so far this season in the Coca-Cola/Keystone/Krause Racing National MX rounds at High Point Raceway.

Consistency was the name of the game for overall positions as Kawasaki's Warren Reid used a pair of thirds for second overall in the 250cc ranks, and Kawasaki's Goat Breker ran a 4-2 for second overall on the 500cc class.

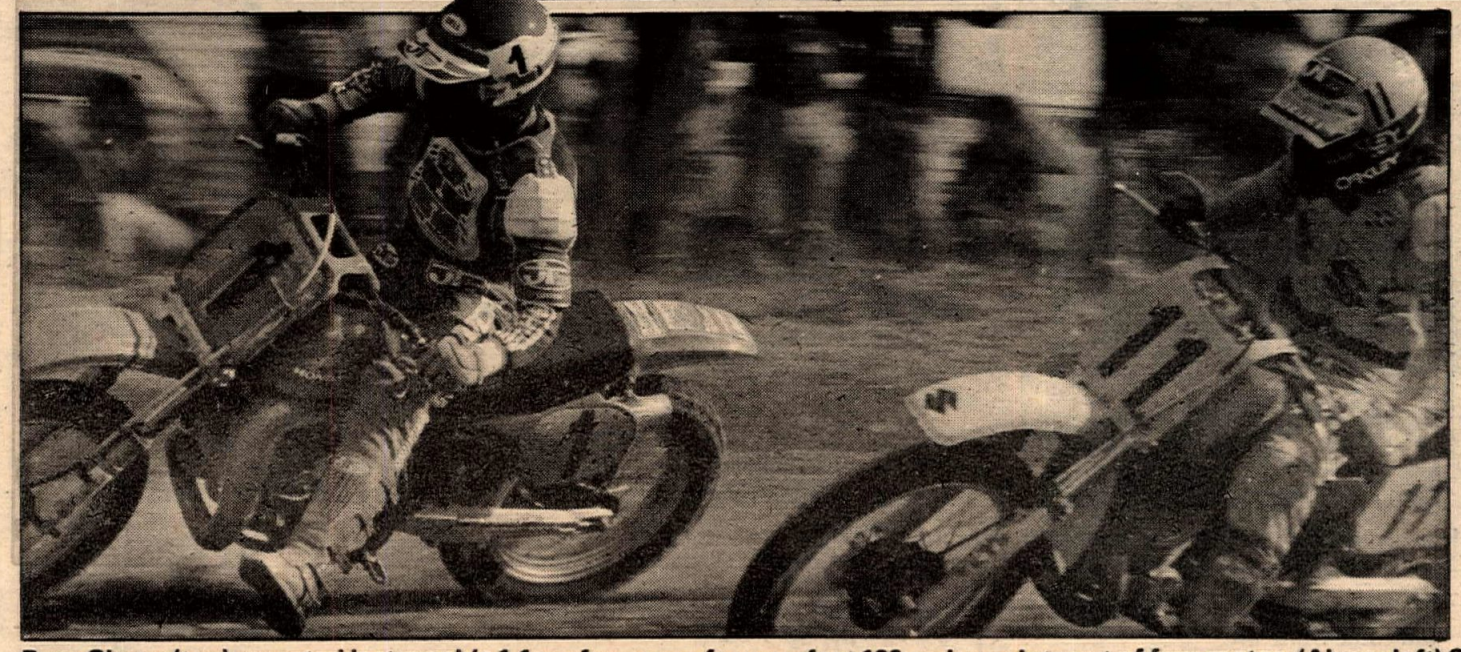
Howerton looks to be well on his way to another National Championship title in the 250cc class, as he now heads Hannah 297 to 251 after Hannah had a less than spectacular day with an eventual 4-7 finish for sixth overall.

Glover now has 100 points in the 500cc standings, with current 500cc champ Chuck Sun in second with 74. Factory Honda rider Sun claimed consistency will keep him eligible to repeat as class champion. For the second week in a row, Sun placed third overall.

Unseasonably warm temperatures pushed the thermometer to 82 degrees, so even though promoter Dave Combs spent the night before the race watering the course, a dust problem developed before qualifiers were completed. Conditions did little to dampen the spirits of the estimated 10,000 spectators who attended and once again proved that Northeastern motocross fans know how to get involved with the program.

High Point's course is set on a hillside with many elevation changes. A back section took riders through many off-camber turns, while the rest of the track was hard-packed and fast. An uphill start took riders through a sweeping left-hand turn and into some top section switchbacks before the pack thinned out.

Top riders put in only a small amount of practice as water was still standing on the course at the time and most were playing a waiting game to see where lines would set up. Contenders in the 250cc class were looking at holding their position in the standings or maybe edging up a slot before the series ends, and 500cc riders and mechanics were settled into their usual duties as most opening round problems had been sorted out.



Broc Glover (top) repeated last week's 1-1 performance for a perfect 100 series points out of four motos. (Above left) Chuck Sun (1) and Marty Smith dice. Sun was third overall, Smith sixth. (Above right) Tony D and friend take a spare moment to relax.

Howerton had won at High Point the previous two years and prepared to make it three in a row. "Last week I changed my course at home with my bulldozer and built in a bunch of sweeping off-cambers to practice for the course here. My fingers are crossed for another win. Next week I'll start riding my sand course to get ready for Florida (the next round in two weeks)."

Honda's Donnie Hansen, who placed fourth overall in the 250cc class for the day, had injuries in mind. "Last year I had to pull off here because I had hurt my foot at Southwick the week before. Last week I hurt the top of my foot at Southwick again, but it shouldn't be any problem today."

Glover rode practice at slow speed checking things out. "I like the track. This week I'm running a new shock." Glover had rear end handling problems at Southwick.

Sun had claimed both 500cc motos at High Point last year, and was philosophical about this year's series. "The last three champions we had weren't able to repeat because they got too nervous. I just don't want to do anything stupid. Last week I was in there so this week a win would be great. I really like the course."

Suzuki's Darrell Shultz put in two second place rides last week and was having tuner Jon Slenzak make suspension alterations. "I'm having a bunch of changes made because nothing felt right after the Southwick sand. I don't know how I'll do because I didn't get much practice in."

250cc National

Howerton and Hannah gated in the middle as usual for moto one, but Moto-X Fox's David Bailey sandwiched himself in between. Reid, Yamaha Pro Support teammates Kris Bigelow and Dave Hollis and Hansen headed the pack off the start.

Bigelow took over in the off-camber section and diced with Reid, but Howerton soon took his usual position out front. Bigelow balked, and Hannah zipped past, on the move with the "Rhinestone Cowboy" Howerton in his sights.

Howerton put a cushion on Reid with Hansen and Yamaha's Rick Burgett now into a dice for third. Hannah was next with Bigelow, Hollis and Suzuki rider Gary Semics spread apart behind.

Hannah went into his high-flying, crowd pleasing act and found himself in second after Reid and then Hansen faded. Burgett, Hansen and Reid got into a freight-train formation, but Hansen soon regained third on his factory Honda.

By the 20-minute halfway point, Howerton was holding a heavy lead and took tuner Steve Paulos' suggestion to cruise. Hannah was frantically trying to gain ground and held it tapped over an infield jump. He landed out of control straight up and down, but the Hurricane used his cat-like instincts to save it by paddling down the next straight. Hannah later jammed into a berm and fell, but was up instantly, shaking his head clear and retaining second.

Hansen and Reid finally took Burgett for the 3-4 slots and then the pair took Hannah in the final laps. Bob hung on to fourth to the finish. Semics threw away his seventh place position when he looped it off the same jump Hannah had berserked.

By the checkered flag, Howerton held a 30-second cushion on Hansen and Reid. Hannah, Burgett, Bailey and Bigelow were spaced out behind.

The race of the day started when the gate dropped for moto two. Howerton and Hannah shared the holeshot as fans crowded to the fences to watch the battle go down. Hannah took over, then Howerton got it back. Within half a lap the pair had a large lead on third place Bigelow, who had Suzuki rider Ron Turner and Burgett in tow. Hansen had first lap troubles and was buried in the pack. Wayne Boyer was sixth but he fell and when he picked his Suzuki up it got away and did a 180.

The crowd was into Hannah's success as thousands of fists hung over the fencing urging Bob to go faster. After numerous confrontations, Howerton and Hannah both wanted the same line into the finish area corner and smacked together. Howerton ended up airborne without his bike and Hannah went low-side and slid out. Bob threw a glaring look at Howerton's way, then got going first with Howerton about three seconds back, adjusting levers as he picked up his pace.

After the crash, Hannah developed ignition problems, and a sputtering motor ended his charge. Howerton blasted by to an easy win, styling for the crowd down the last straight with wheelies. Burgett showed he can use a 250 by plugging into second with a well-paced ride, and Reid maintained third despite a misfiring engine. Bigelow and Turner were 4-5, and LOP's Steve Martin used the last

Goat Breker carved his way to 4-2 finishes for second overall. He is now third in the 500cc point standings.

straight to take advantage of Hannah's lack of power for sixth. Hansen and Bailey finished 8-9, Hansen putting in a good ride through the field and Bailey contending with a thrown chain late in the race.

"We just both got in the same line and that was it," said Howerton as Suzuki team manager Larry Griffis looked at some minor abrasions Kent had sustained in the crash.

500cc National

Sun and Glover took the first moto lead off the gate and began challenging each other. Bell was buried mid-pack, and Shultz was headed for the pits before a lap had gone by. Suzuki's Marty Smith, Breker, Maico's Mickey Kessler, Yamaha Pro Support rider Kenny Keylon and Honda's Danny LaPorte followed.

Dust was a problem for all but the front runners as Sun held Glover at bay lap after lap. As the leaders encountered lapped riders, Breker and LaPorte moved up and the top four ran in a 10-yard stretch. It was anyone's guess who would win. Smith was fifth and Kessler saw his stable sixth go away when his rear backing plate broke.

After mid-race the leaders separated and Glover took Sun while LaPorte passed Breker. Smith was fading, and Bell was driving hard, now up to sixth. Husky rider Bill Grossi was leading a dice between Bettencourt Honda rider Jim Ellis and Maico's Alan King, who had come from last.

Glover took the win with 20 yards on Sun. LaPorte and Breker were safe in third and fourth, and Smith struggled without goggles to edge Bell for fifth. The pair bashed across the finish line inches apart. Grossi, King and Ellis trailed.

"I got the holeshot and got stupid," said a dejected Shultz. "I looked back in the third turn and my front end washed. Then I bulldogged it into some tires. I got going about 10th and someone used my leg for a tree — they tried to climb it! That time my grip and clutch lever got torn off."

Breker, LaPorte, Glover and Sun led moto two. Some unexpected braking bumps into a downhill turn surprised Sun when his rear end kicked and sent him through the air. He was thrown clear of the pack, but Chuck got up and ran into traffic to try and retrieve his bike. A few laps into the race it was Breker, Glover and King pulling LaPorte and Bell.

LOP's Marty Moates crashed in the mechanics' straight, and when he picked his bike up the clutch lever slipped out of his hand and the bike shot across the track. LaPorte pulled out in the mechanics' area with rear wheel problems and was out of the top 20.

Glover took a few laps to check out the course and then took Breker to lead. King and Bell went at it for a number of laps before Mike finally saw a route by. Shultz was back on a fast pace and was battling with Ellis for fifth.

Glover was using a precise style where he took every jump and corner exactly the same lap after lap. He soon had half a minute on Breker and took pit signals from Jon Rosenstiel to cruise. Bell faltered and King regained third. The pair are similar in build, both tall, and were using body English to obtain traction. Bell finally used his experience to move back into third for good.

It was Glover with an easy win and wheelie for the crowd at the finish. Breker, Bell, and then Shultz came across, Darrell getting King on the last lap. Ellis, a pushing Sun and Smith were 6-7-8.

"The 125s got old after a while, but the 500s sure aren't any easier to ride," said Glover. "I was running a shorter swingarm than I should have, and it made the bike wheelie more than I wanted it to."

"I was leading, but I fell and stuck the bars in my ribs and knocked the wind out of myself," said Breker. "But I'm not one for excuses. Broc would have gotten me anyway; he's just faster."

"I wasn't getting tired," said King, "I just felt like I was going to crash. Mike has a few years experience on me anyway."

Three-time 250cc National Champion Tony DeiStefano started to get his new Maico sorted out and planted himself into 12th by the finish. "It's finally starting to feel right, the suspension is starting to work. It takes months to prepare for the Nationals, and we had about a week." ●

Results

250cc NATIONAL: 1. Kent Howerton (Suz) 1-1; 2. Warren Reid (Kaw) 3-3; 3. Rick Burgett (Yam) 5-2; 4. Donnie Hansen (Hon) 2-9; 5. Kris Bigelow (Yam) 7-4; 6. Bob Hannah (Yam) 4-7; 7. Steve Martin (Suz) 8-6; 8. David Bailey (Kaw) 6-10; 9. Ron Turner (Suz) 12-5; 10. Dave Hollis (Yam) 10-8; 11. Jeff Hicks (Yam) 11-12; 12. Eric Eaton (Mai) 15-11; 13. Carlos Serrano (Mai) 13-14; 14. Gary Semics (Suz) 9-*; 15. Andy Stacy (KTM) 18-13; 16. Jo Jo Keller (Suz) 14-20; 17. Wayne Boyer (Suz) 20-15; 18. Mike Twigg (Yam) 16-19; 19. Jeff Ellens (Hon) 19-17; 20. Derek Wedding (Hus) *-16.

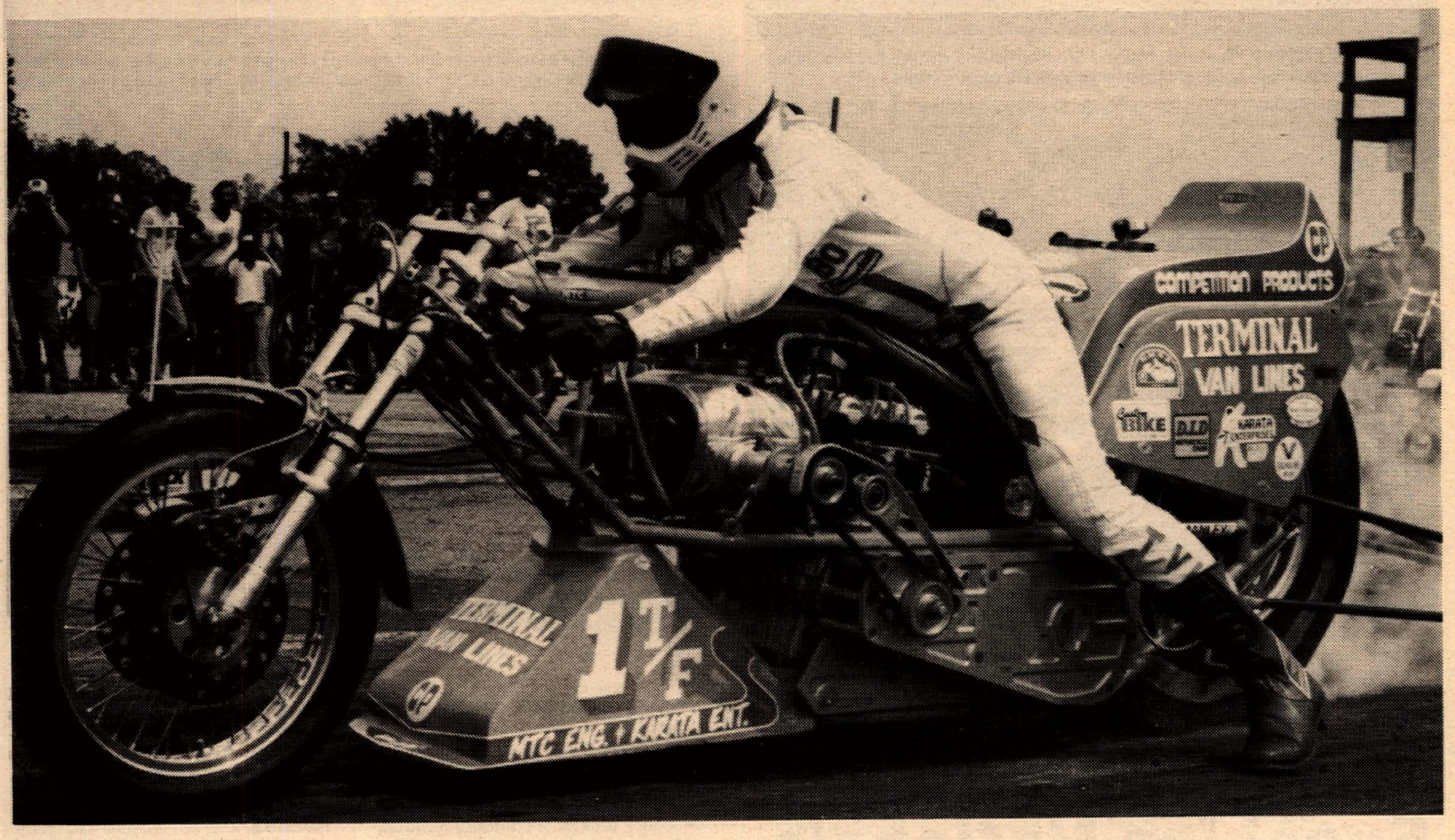
500cc NATIONAL: 1. Broc Glover (Yam) 1-1; 2. Goat Breker (Kaw) 4-2; 3. Chuck Sun (Hon) 2-7; 4. Mike Bell (Yam) 6-3; 5. Alan King (Mai) 8-5; 6. Marty Smith (Suz) 5-8; 7. Jim Ellis (Hon) 9-6; 8. Bill Grossi (Hus) 7-11; 9. Arlo Englund (Yam) 10-9; 10. Danny LaPorte (Hon) 3-*; 11. Darrell Shultz *-4; 12. Kenny Keylon (Yam) 11-17; 13. Pat Moroney (Hus) 16-14; 14. Alan Pizzino (Hus) 14-16; 15. Mickey Kessler (Mai) *-10; 16. Tony DiStefano (Mai) *-12; 17. Gary Pustelak (Hus) 12-*; 18. Jim Meenan (KTM) *-13; 19. Steve Rhyan (Hus) 19-15; 20. Ken Adams (Mai) 13-*.

*Denotes placing out of top 20.

250cc NATIONAL CHAMPIONSHIP POINT STANDINGS: 1. Kent Howerton (297); 2. Bob Hannah (251); 3. Donnie Hansen (209); 4. Warren Reid (177); 5. David Bailey (154); 6. (TIE) Gary Semics/Kris Bigelow (143); 8. Rick Burgett (131); 9. Ron Turner (129); 10. Steve Martin (109); 11. Jo Jo Keller (96); 12. Dave Hollis (88); 13. Andy Stacy (63); 14. Larry Wosick (54); 15. Spencer Morrison (50); 16. Ron Sun (48); 17. Derek Wedding (46); 18. Jeff Hicks (45); 19. Ross Pederson (43); 20. Carlos Serrano (40).

500cc NATIONAL CHAMPIONSHIP POINT STANDINGS: 1. Broc Glover (100); 2. Chuck Sun (74); 3. Goat Breker (72); 4. Mike Bell (68); 5. Darrell Shultz (62); 6. Alan King (57); 7. Marty Smith (53); 8. Jim Ellis (52); 9. Bill Grossi (46); 10. Mickey Kessler (38); 11. Danny LaPorte (36); 12. Arlo Englund (30); 13. Pat Moroney (27); 14. Gary Pustelak (26); 15. Jim Meenan (23); 16. Alan Pizzino (19); 17. Wemyss Scott (17); 18. (TIE) Kenny Keylon/Steve Rhyan (14); 20. Tony DiStefano (13).

KAWASAKI HAS A FIELD DAY AT THE SUNSHINE NATIONALS.



Kawasaki kept the win light shining at the IDBA Sunshine Nationals at Darlington, South Carolina.

Bo O'Brochta led the Kawasaki parade aboard the Terminal Van Lines Top Fueler. He matched his 7.40 record for low ET of the meet, and bumped the track speed record to a scorching 190.67 mph.

In Pro Stock, 16-year-old Russ Nyberg snapped off a 9.14/145.86 run to show the pros how it's done.

Terry Kizer was all smiles as he piloted his Kawasaki Funny Bike to the class win. He set both ends of IDBA record in the process, which now stands at 8.16 sec. and 167.28 mph.

A pair of Kawasaki riders led the Pro Comp field. In the final round, Charles Israel took home the gold, Wayne Buckler got runner-up.

Kawasaki took its usual lion's share of the Sportsman classes as well, with George Bryce in Modified and 11-year-old Brian Schultz winning the Stock event. Watch out Bo!

As win lights gave way to headlights, the Sunshine Nationals had once again proven the superiority of Kawasaki's engineering philosophy: Keep it simple, keep it light, and keep it strong.

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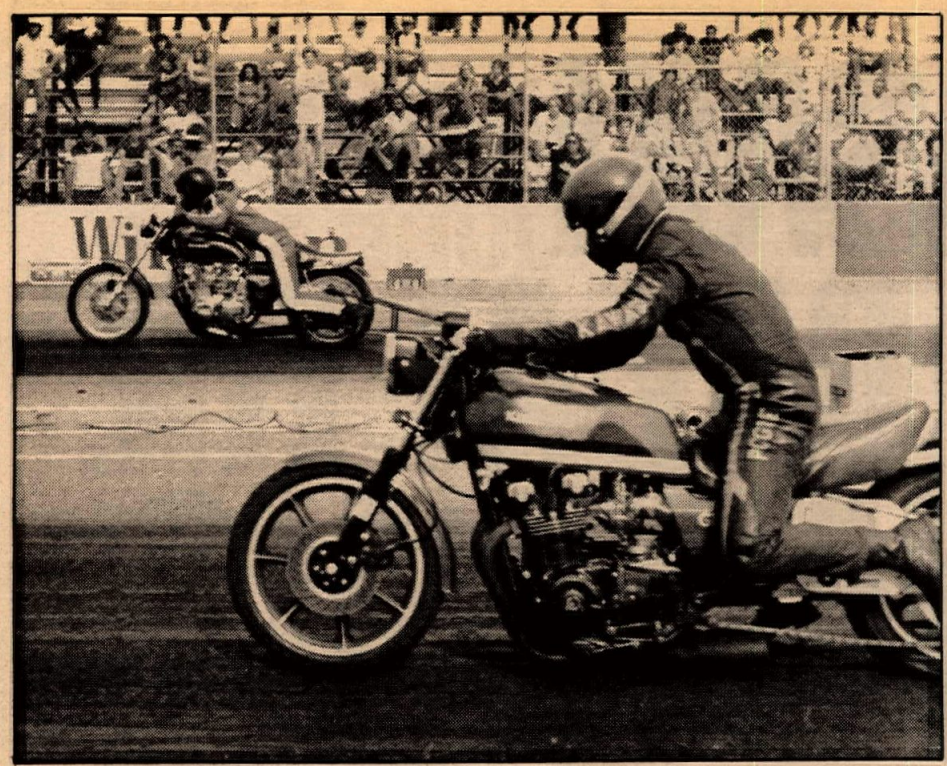
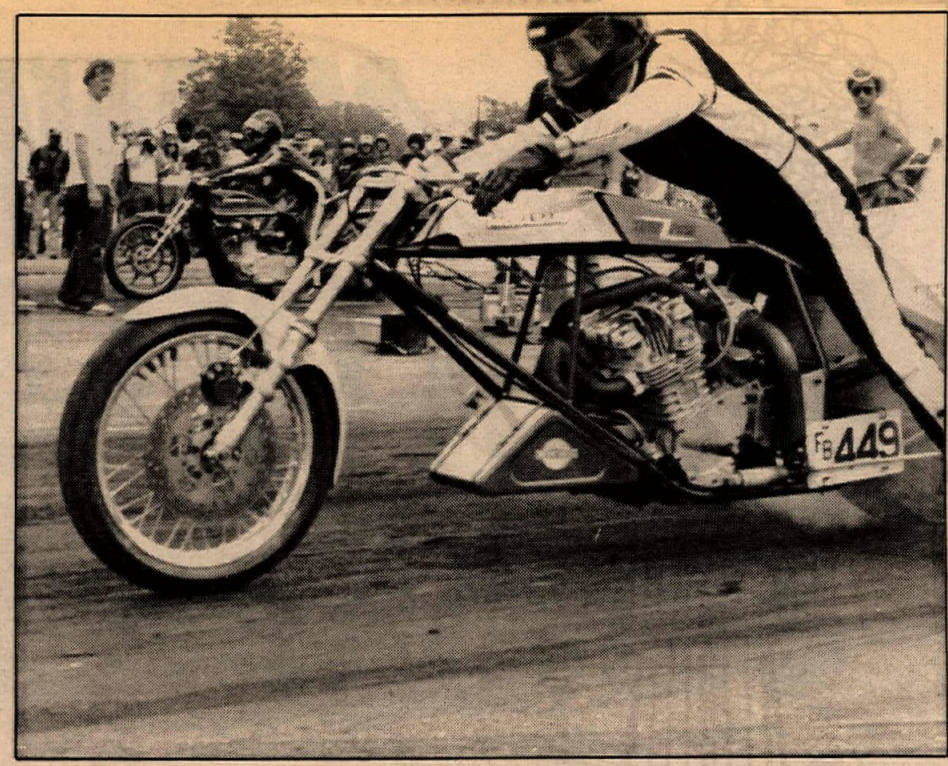
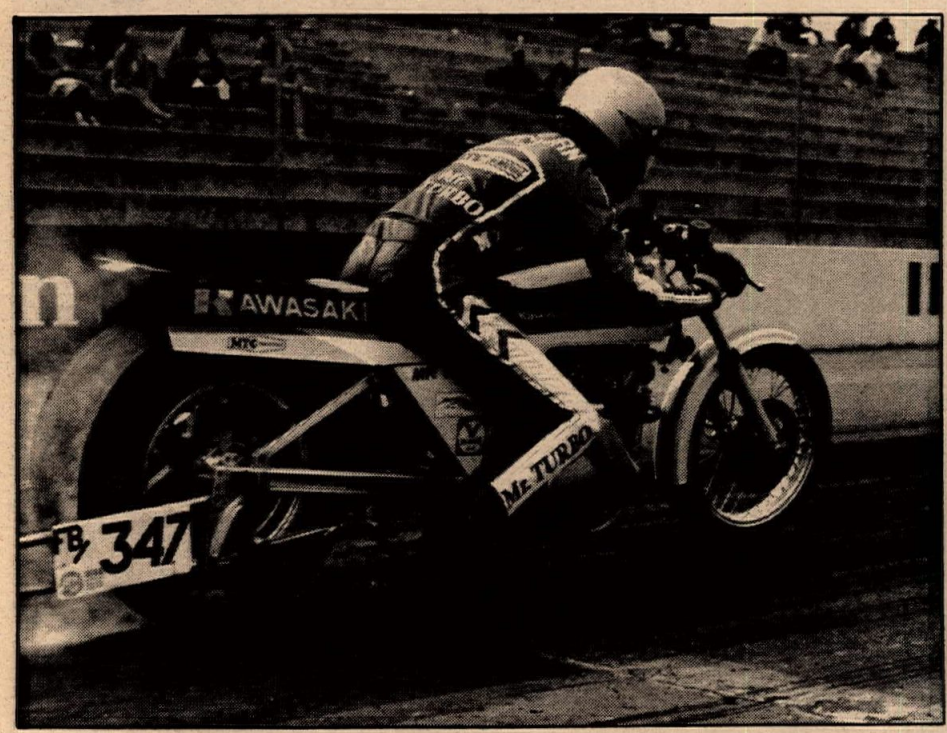
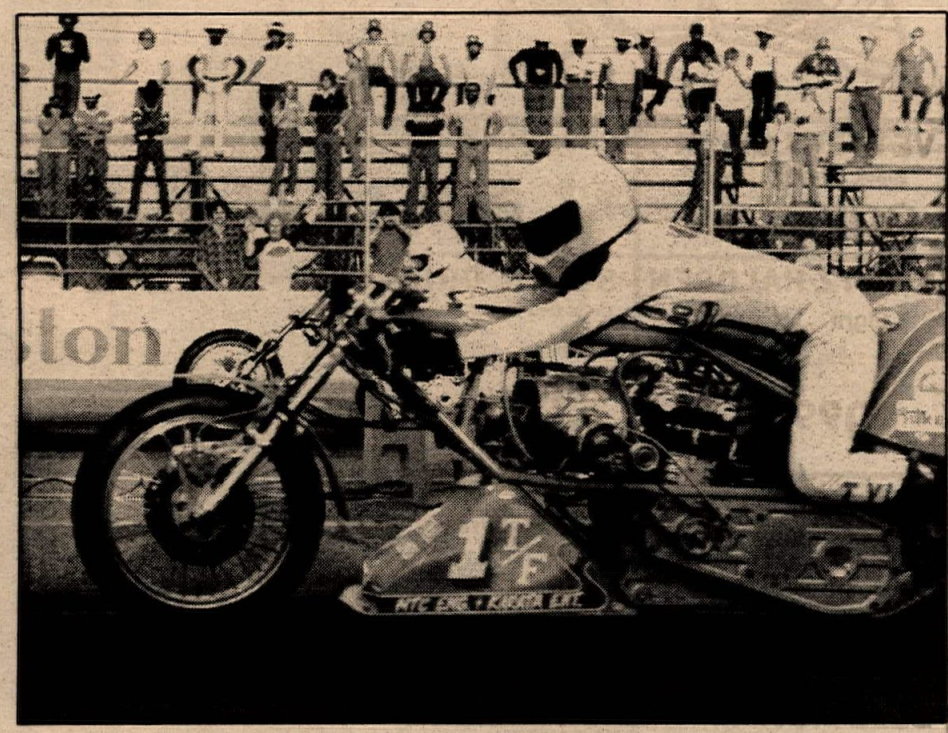




(Above) Russ Nyberg (far lane) topped Sid Pogue and others for Pro Stock honors. (Below) Funny Bike competitor Ken Blackburn takes off.

(Above) Charles Israel (near lane) squares off against Vince Santangelo in Funny Bike. (Below) Bo O'Brochta (near lane) beat Chris Hand in Top Fuel.





Nyberg nails Pro Stock win at Sunshine Nationals

By Tom Pitts

DARLINGTON, SC, MAY 16-17

Sixteen-year-old rising drag racing star Russ Nyberg set the fans talking at the IDBA Sunshine Nationals at Darlington International Dragway with his sensational win in Pro Stock.

Nyberg, riding a Buckler/Nyberg/Murdoch Racing Kawasaki, put his lightning quick reflexes to work by dropping rookie pro Barry Kogut, former champion Sid Pogue and teammate Hamp Osborn, respectively, to snatch away the Sunshine win. Kawasaki-powered Hamp Osborn drew his younger teammate by sidelining Dave Shultz, Steve Tartaglia, and Ron Turner in order. Nyberg blasted a holeshot on Osborn and took the trophy with a 9.14 ET/145.86 mph.

Low qualifier among the Pro Stockers was Spring Nationals Champ "Superbike Mike" Keyte sponsored by MTC. Keyte's 9.05 ET gained him a bye run in the first round, but Keyte broke a gearbox Sunday morning and was dropped by Ron Turner of RT Cycle in round two of eliminations.

Electrical shortcomings plagued former Pro Stock Champion Sid Pogue. "I'm not getting enough horsepower," said Sid of his new Kawasaki. "I haven't been able to pinpoint the exact problem." Pogue was sidelined by Nyberg in the second round. Carl Nyberg, father and sponsor for son Russ and Hamp Osborn, said, "This is one final we can't lose. I have room in my heart for both racers whoever wins."

Top Fueler Bo O'Brochta blasted competition and the former IDBA mile per hour record. Bo equalled his own ET record during Top Fuel eliminations with a 7.40 second run and shattered the speed record by over five miles per hour at 190.67. The Murdock Racing, Terminal Van Lines Kawasaki-powered champion had two other mph record setting passes. O'Brochta said, "The track is getting right. Saturday we couldn't get any traction. As the track conditions improved, we got faster."

The final was much too close for comfort as O'Brochta squared off against Chris Hand sponsored by Hickman-Hand. Racing the "Redneck Express," Hand's Kawasaki crossed up off the line and O'Brochta never got out of first gear. O'Brochta said, "The bike must have turned 20,000 rpm on that pass and I wasted the transmission." Fluid had sprayed all over the rear of the bike. Bo turned an 8.42/135.95 in the final.

Hand had a much stronger run — 166.66 — but had trouble controlling the bike, losing at the big end.

Vince Santangelo, riding for Murdoch Racing, was the top qualifier in Funny Bike with a 8.52/155.17 pass, but had problems staging for the first round. "I'd rather somebody beat me than to lose due to a broken chain," said Santangelo. MTC/Murdoch Racing-sponsored Terry Kizer jumped on the Funny Bike records he set at Gulfport in April when he took advantage of improving track conditions at Darlington. Kizer bettered his ET record by one-tenth of a second and smashed the speed record by over eight miles an hour. Kizer had qualified back in the pack running off his usual quick pace, but breezed to the win in his final against Orient Express-sponsored Jon Baugh. Kizer's 8.16/169.17 mph pass bettered his earlier record breaking run as Baugh broke midway and coasted in behind Kizer for the runner-up.

Charles Israel, sponsored by Star Cycles, had an entry in Funny Bike and Pro Comp Eliminator winning one out of two. Israel was dropped by Jon Baugh in a Funny Bike Semi, but aboard his Pro Comp Kawasaki, topped Wiseco-sponsored Wayne Buckler for the honors in Pro Comp.

Rookie pro Joe Waldrip, sponsored by Custom Performance Kawasaki, ripped the best elapsed time in the first round of Pro Comp with a 9.05 run, but fell to Israel in one semi.

Star Cycles-sponsored George Bryce continued his winning ways taking Modified honors over GP Cycle-sponsored Gary Falta.

The winner of Sportsman Stock Eliminator was Brian Schultz, sponsored by Dave's Carburetor Service. Brian won over Jim Dodich due to Jim's breakout in the final.

Final ET eliminations saw Buddie Long Racing-sponsored Carl Tumlin come up the winner over the Owens Custom Cycle Honda of Bobby Owens.•

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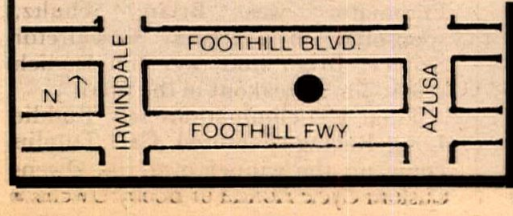

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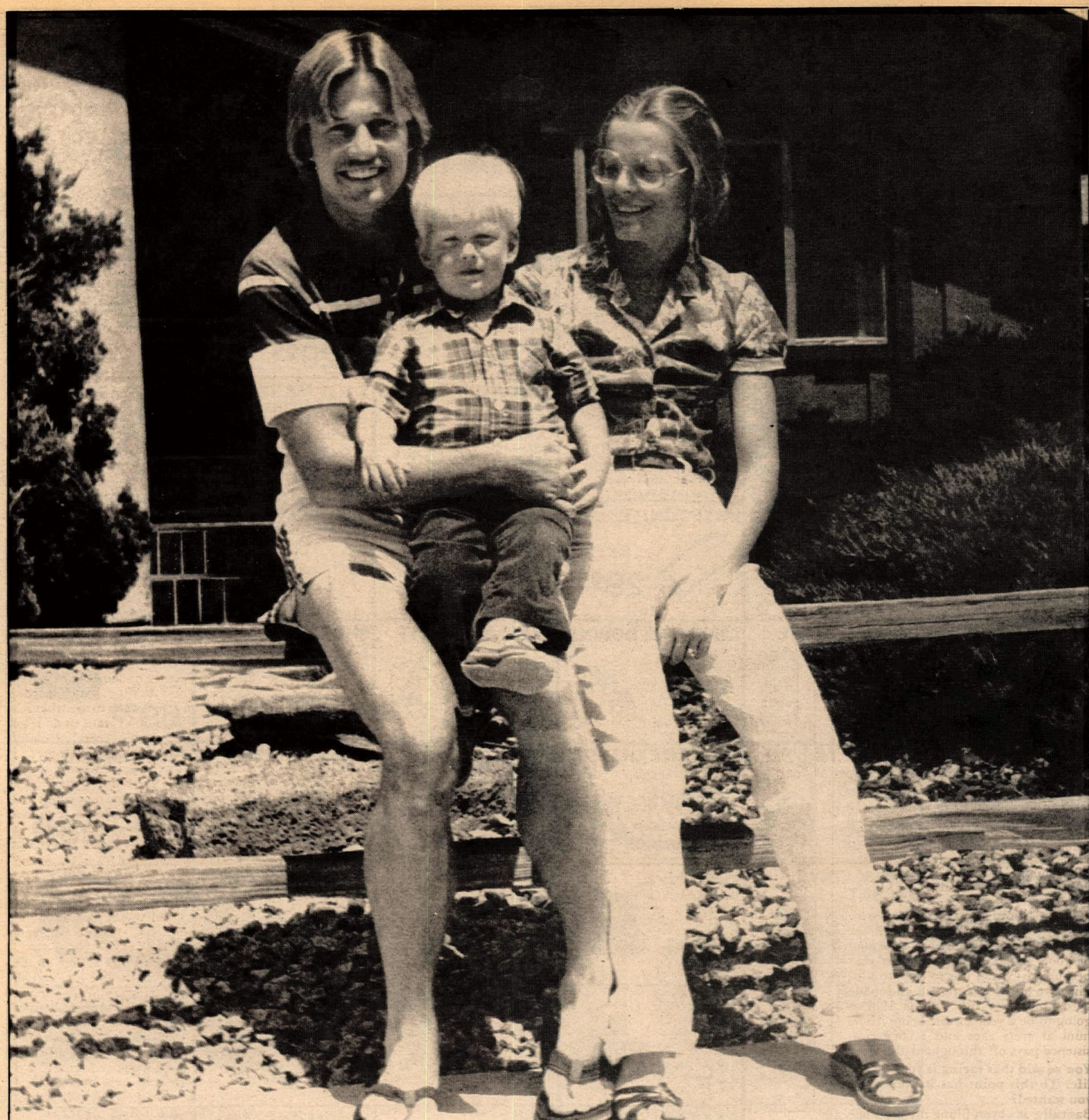


Ambition to win

Scott Pearson

By Dale Brown
Photos by Charles Morey and Brown

If you were betting on a race within a race on the AMA/Winston Pro Series circuit — the race from the starting line to the first corner — many knowledgeable race watchers would advise you to put your money on Scott Pearson.

Pearson has shown his rear fender to the pack going into the first corner more than a few

"Ambition to win has cost me — consistency is going to pay off. That was proven by Randy Goss and by Steve Eklund."

times. It finally culminated at the 1980 Peoria TT National, where he took the holeshot and led wire to wire for his first National win. 1980 also saw Pearson's first appearance in the top 10 of the AMA Grand National Championship/Winston Pro Series point standings, as he tied Scott Parker and Steve Eklund for eighth.

One of the top Juniors on the West Coast in 1976, Pearson had a short Rookie season. A broken rear brake kept him out of the National field in his first race, the Houston Astrodome TT, but he came back in the following night's short track to place 10th.

The following month at Daytona, his Harley-Davidson 250cc road racer locked up unexpectedly during practice and spit him off, resulting in a couple of broken bones. One of them, in his right wrist, wouldn't heal properly and kept him out of action for the rest of the 1977 season.

Since then, Pearson has steadily improved each season. In addition to his Peoria win last year, he seemed to have two other races, Topeka and the fall Ascot half mile, under control, only to crash late in the race.

There's another side to Scott — devoted family man — that usually isn't apparent on the race track. We saw it when we visited the 23-year-old racer in his San Jose, CA, home. Along with his wife Margaret and two-year-old son Scott Michael Pearson II, Pearson spends his time in California in a comfortable house in an attractive, suburban San Jose neighborhood. A devoted father, Scott takes his young son everywhere — trail riding, fishing, even to an ABC Wide World of Sports interview that was to be done the day before the San Jose Mile.

More often than not, Pearson is on the road, or staying at his eastern headquarters in Illinois. But when we talked, the circuit was out west and home life could be enjoyed. Pearson had spent the week before alternately training and trail riding with friend Steve Eklund, waterskiing and seeing friends.

But, for a while, we talked...

1980 saw your first National win. What do you think 1981 will see?

Well, I'm not really sure yet. I see a lot of good things coming up this year because last year I was so close to winning two or three Nationals and made a few mistakes. But I think 1981 is going to be a year for me being in the hunt at every race and I hope consistency pays off throughout the year.

You've said that racing is your whole life. To this point has it been what you wanted?

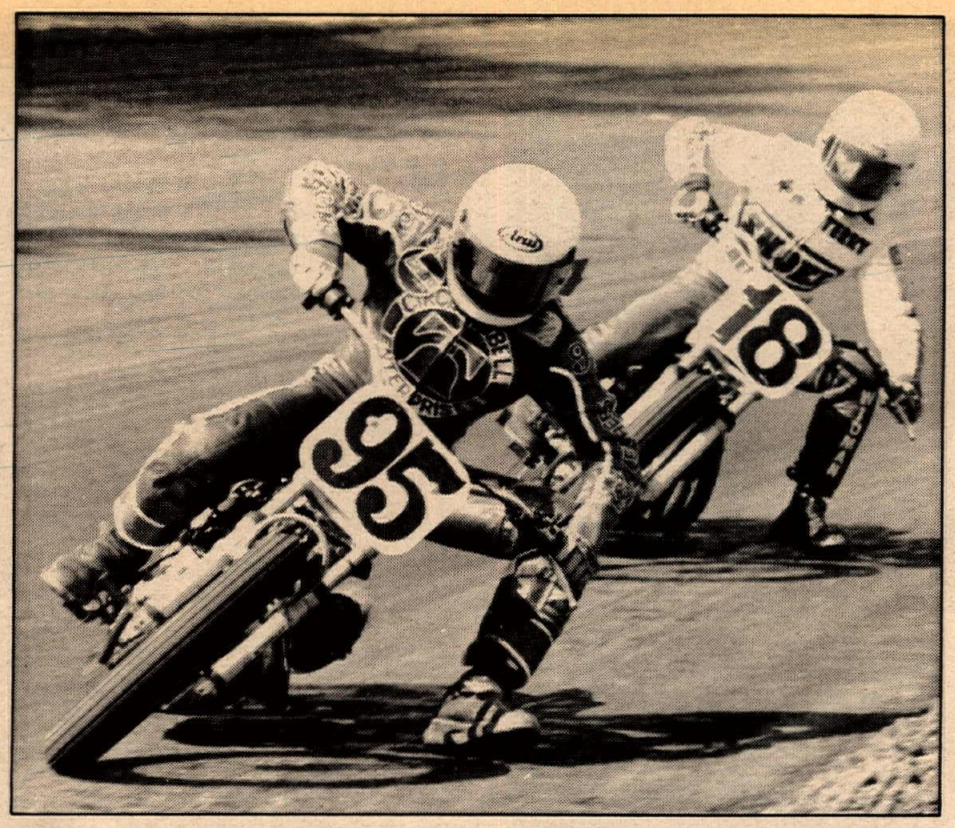
Basically, it's been filling my life since I was 16 years old, because I knew that is what I wanted to do. It is my whole life, but I do a lot of other things too, you know to keep me up on racing. My family helps me a lot. My wife is totally behind me; looking at my little boy grow, all that stuff really gives me a lot of incentive to race and do well.

What do you feel are the strong points in your racing effort as far as types of events, types of tracks?

Well, I like every type of dirt track, to be honest with you. I've been competitive in all four types, though I've only won one National, a TT. I think that shows more ability than any track as far as I'm concerned — as far as concentration, timing and having your bike working for you.

Do you feel you have the program set up so that you can be consistent week in and week out?

Yeah, right now we do. It's just a matter of going racing. I've only been in two Nationals this year and in Houston we didn't have any problems with the short track and then in Sacramento I was in the other National and the rings weren't working properly in the motor and the bike just slowed down. I just hung on to finish, just like about everybody else in Sacramento. Not many guys finished.



(Top) Pearson tried hard to make San Jose, but was edged out by Terry Poovey (18), so he had to settle for winning the Trophy Race (above).

Who is behind your program? Who are the people involved with it?

The owner of my machines for TT and short track, Harry Lillie is the owner and also the engine builder; he builds the bikes from scratch. The half miler, and miler is built by Ray Beck in Eureka, CA, and then Ross Nash is a partner. They are putting two Harleys together. Right now we've got one; we'll have two for when we got back east this year for a back-up in case we have problems.

I have a lot of supporting sponsors: Castrol Oil, Interpart Shocks, Arai Helmets, Circle Bell Enterprises and Megacycle Cams. I also have people who have helped a lot, Boss Frames, Hi-Point, Diamond Chain — these are all supporters, sponsors of products. The first four I mentioned are the ones who give me the money which makes the program go.

You've mentioned going back east. Do you have a base of operations back there?

Yeah, the people I was staying with were real race enthusiasts named the DePalmers. They've had people back as far as when Kenny Roberts was a Novice and Junior; he stayed with them. They are now moving to Florida so I'll be staying with some other friends of theirs who live in the same town in Illinois, where I'll be based. It's pretty centrally located so I can go to Santa Fe during the week and ride the short track to stay in tone for racing or whatever to get ready for the weekends and the Nationals.

"My head right now is just totally 100% to go to every track and win, but that doesn't happen. You do the best you can and hope to get the right combination..."

Do you think the series schedule is fair to California based riders?

Not a bit. Here I am this year going back east from the end of May till the end of September. It is hard to have my wife come back to stay with me because it costs a lot of money and I don't get to see my son. It's kind of a hard thing, but it's just a matter of how dedicated you want to be and how much you want to race.

But as far as being fair, it saves money and gas not coming back to California. But like I said, in my situation I'll be missing a lot through the years. Summer life back in California is really enjoyable, being with my wife and kid also. It all depends on what you want to do. I want to race.

Ever considered going back to Michigan?

Yeah. In fact we're thinking of packing up and moving back in the midwest for a few years to see what it's like. But what I don't want to do is go through the winters there. I don't know if I could stand it anymore. I lived there for 10 years when I was a kid and didn't know any better. Now that I'm a young man, I'm spoiled. I like the winters in California. You can ride, you can go to the mountains if you want to go to the snow. You're not stuck all winter long in cold, snowy weather. That's the only thing that would hold me back.

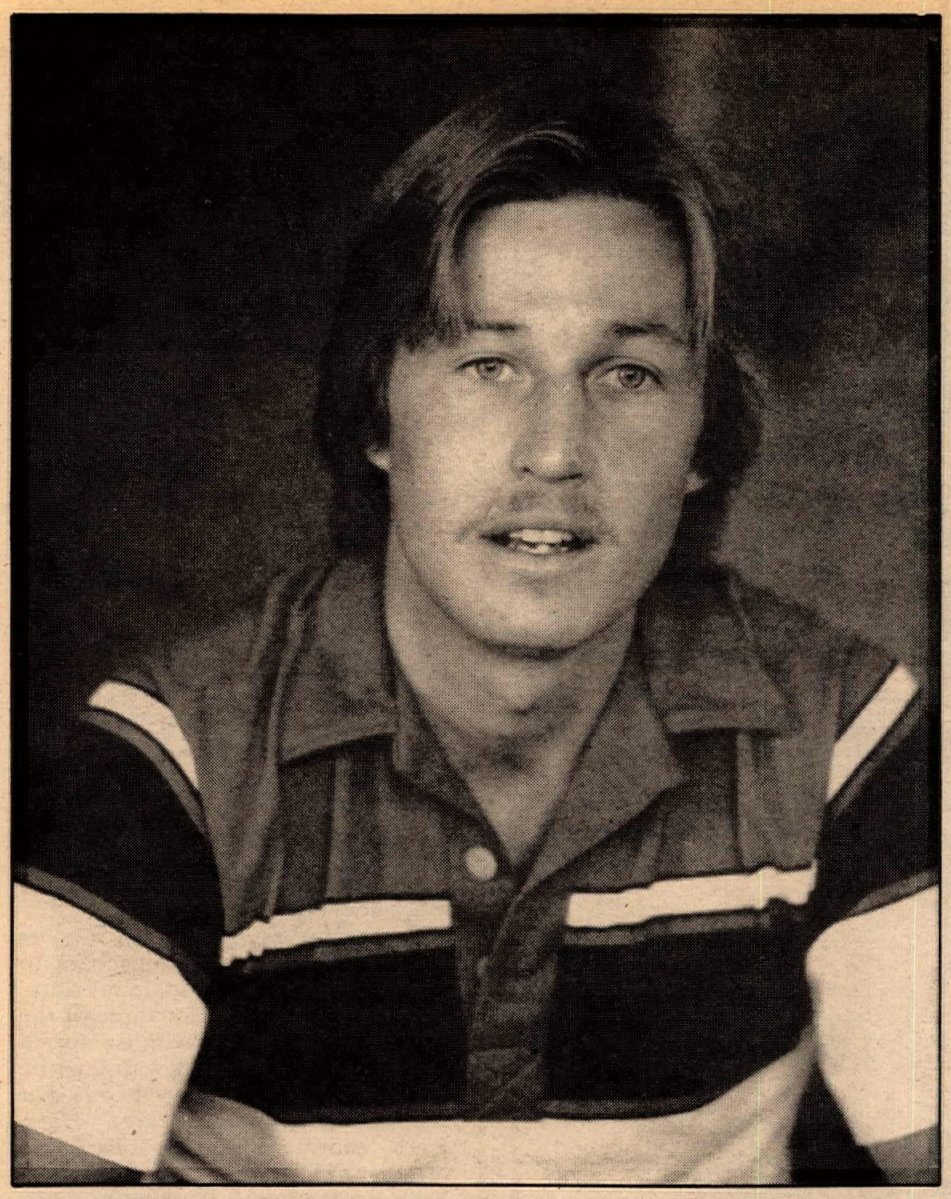
Michigan has produced quite a few riders, four out of the last five National champions. How do you rate people like Randy Goss?

People like Randy I rate as high on the list as you can go; guys like Jay, and all from Michigan, they're all top racers and dedicated. That's most of it right there — getting on the bike and just going for it 100%. Guys from Michigan, I don't know where they get all their practice; I guess from ice racing, but I ride all winter up here and I feel I should have an edge going to Houston. And it's not much of an edge at all, because they are all right in the hunt again. Really strange. I don't know what they do, but they must do something right.

What do you think it is going to take for you, looking at what you've done, what improvements do you have to make to win the championship?

Well, the improvements that I've been making is experience, for one. It's taken me a lot of years, seems like I have to do things the hard way to learn right. What I am doing is a lot of training, and just going to the race track and having the equipment. The main thing is definitely the equipment.

My head right now is just totally 100% to go to every track and win, but that doesn't happen. You do the best you can and hope to get the right combination working for each track and make sure your equipment is on top. I don't really have to worry about the equipment part anymore. I've got two very experienced men working on



"I really think that being consistent is going to pay off this year."

them — Harry Lillie and Ray Beck know what they are doing.

I really think that being consistent is going to pay off this year. My drive to win is more than anybody's, if not just as much as every Grand National Champion. I know how much desire I have to win and what I do is put myself in one funnel, and that is to win. It kind of holds me back sometimes from a lot of other things, but I try the best I can.

"My wife is totally behind me; looking at my little boy grow, all that stuff really gives me a lot of incentive to race and do well."

You think that the single minded desire to win may have cost you a couple of races, like last year's Topeka and then at Ascot?

Yeah, I knew for a fact at Topeka that the track was dangerous and I knew that I had a big lead. It seems like I was the only one who was really racing hard. It hurt me because I was trying so hard and I wanted to win so bad that when I hit that hole I was just going too fast, faster than the track would allow you to go. That's when I fell.

Then at Ascot, the week before Ascot I knew that I was going to win. I just totally concentrated, I practiced every day, I had in my mind where I wanted to ride according to the track and the fastest line around it. And knowing that I had a bike that was fast enough to win, I told my mechanic Ray Beck that I was going to win Ascot. When I fell off on the 16th lap with four laps to go I just couldn't believe it. But I knew I could win, so I go to every track knowing I can win and hoping that it works.

Ambition to win has cost me — consistency is going to pay off. That was proven by Randy Goss and by Steve Eklund (Not so much by Jay Springsteen; that guys wins all the time). Consistency pays off. Randy won one National last year, Hank Scott got five and Randy still got the title. It's just a matter of going to every race, doing the best you can and trying for that one position ahead of wherever you're at.

How did you and Margaret meet?

Through my brother in Michigan and his girlfriend. We went through high school together and didn't even know each other. One weekend my brother was going camping with his girlfriend, who was also Margaret's friend and they asked if I wanted to go and they asked if she wanted to go. So we got together on a camping trip in the Yosemite Valley and we just went on a bicycle rally and fell in love with each other over a weekend.

When we got home we kept on seeing each other and dating and before you know it we were going steady. I'd be going racing and calling her all the time, telling her what was going on and she flew back east a couple times to see me race when I was a Junior. We just got closer and closer. She likes the part of me having the desire to do the things I want to do and that's how we got together, liking each other for what we are. We've got a good relationship.

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the winter from calling sponsors it was never under $100 a month. That is mainly just for business and that is about it.

How much effort do you put into trying to get sponsorships?

This is really the first year that I've put a lot of effort in it. I feel that I accomplished something going out and hunting down my own machinery, doing basically everything on my own and putting my own program together. I finished in the top 10 and I figured that gave me something that sponsors would be interested in. I did an awful lot of research and this year I went to trade shows in Las Vegas, Anaheim and different places and sent portfolios out, applications for sponsors, the people who call me back who are interested. Not much of it paid off, but they know that I am out there and a lot of them are willing to work with me.

"I think the restrictor rule should be history as long as the other factories want to get involved and play the game as 750-based bikes."

What do you think about, first of all the increased Honda and Yamaha participation in Class C racing, and also about the proposed restrictor rules that could open it up to 500s?

As far as the Yamahas and Hondas and any other factory that would get involved, I think it's fantastic. It is going to help. The sport is dominated on half mile and mile tracks by Harley, and that is fair because they have put years into it but some other companies are getting involved and I think it's excellent. It will open up doors for more spectators, it will open up doors for selling more bikes and giving riders like me some support. I think the restrictor rule should be history as long as the other factories want to get involved and play the game as 750-based bikes.

Like I said, Harley paid their dues with nothing but years and money tied into it and I think the restrictor rule will kill it for a few years until the race people get used to looking at 550s racing. As long as the factories are willing to go to 750s, you know they try, you can't ask for anything better as long as they try. Winning is another game and I think it takes more than one year to go out and win the title with a new 750, unless you copy and Japan doesn't really want to copy. They just know what it takes to win. The V-twin seems to be the right combination for half mile and mile and the rest is just up to development.

But I don't like the restrictor rule at all. I wouldn't want to have to ride a 500 because I'm considered big on anything. I'm 5'11" and 160 pounds. It would be almost impossible for me to be competitive on a mile against a 5'3" or 5'4" 120 pound racer.

Jimmy Filice?

Exactly. Jimbo, the kid is unreal with his talent, but his weight advantage on a 500 would absolutely kill me. I'd just have to pick certain races and go to those, or go to other races where the Nationals aren't on. I don't really think that I could do the 500. I like the 750 horsepower anyway. ●

Big Scott spends as much time as possible with little Scott, now two.

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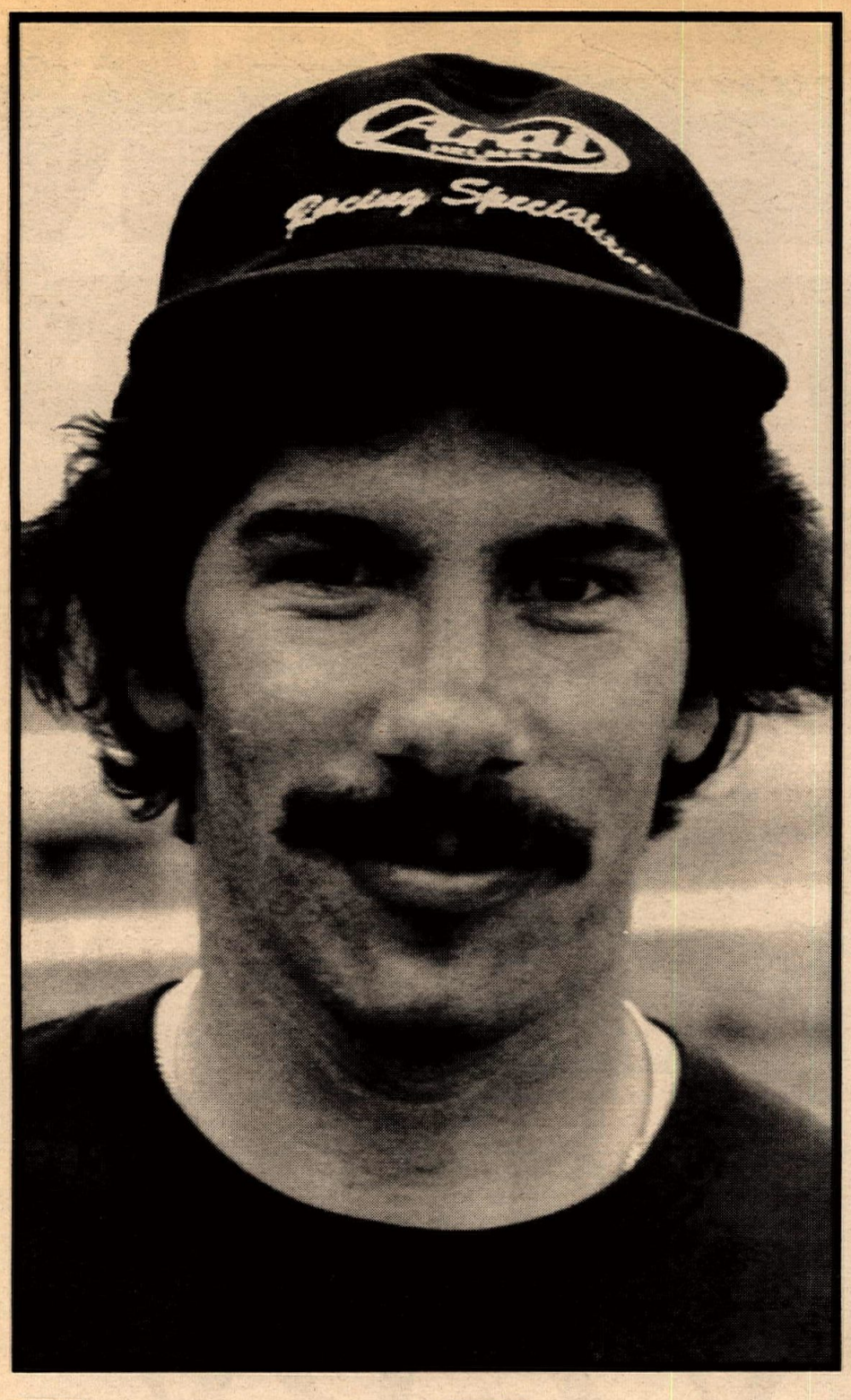

Jimmy Adamo
Winner's circle bound

By Gary Van Voorhis

If it hadn't been for bad knees, we might be seeing Jimmy Adamo on the National MX circuit rather than in Winston Pro Series road race Nationals. Adamo has adapted very quickly to the high speed world of road racing since he made the switch from berm bounding to pavement scratching in 1977.

1981 started off in strong fashion for Adamo. He turned 24 on March 2, the first day of Daytona Cycle Week. Two days later Adamo won the inaugural Battle of the Twins road race on his Berliner Motors/Reno Leoni-sponsored Ducati. He also rode the Ducati in the Superbike race, but a thrown chain halted his ride. However, his most satisfying ride came six days after his birthday when he finished seventh in the Daytona 200 on his self-sponsored Yamaha TZ750. "I'm very satisfied with the way the year started," he said. His Daytona 200 finish earned him a spot on our team for the annual Easter running of the Transatlantic Trophy Match Races in England -- to run the event has been one of Adamo's dreams since he started road racing.

In the Talladega Pro-Am, the week after Daytona, Adamo posted another runaway win in the Battle of the Twins and finished seventh in the Superbike event.

Adamo is single and lives with his family in Glen Cove, Long Island. He spends all his time racing or working on his machinery. "You have to take racing as a full time occupation if you want to be good," he says. "I think I have the ability and dedication to be good."

Are you pleased with your seventh place finish in the Daytona 200?
I feel good about it. I think I could have done even better if I had gone harder in the beginning of the race. My race plan wasn't right and I didn't start as fast as I should've because I felt it would be a very long race. It turns out if you want to be in the hunt you have to go at it totally right from the start. When Singleton was coming out of the pits from his last gas stop I didn't know if he was in the lead or not so I raced with him for a few laps. Then I looked up at the scoreboard, saw he was leading and let him go. At that point in the race I was staying with him very easily. I wasn't after Singleton's lines because I thought mine -- which were different -- were better. I tried a couple of his lines, but they didn't seem to work as well.

How did you get into racing?
I had a minibike first and then eventually got a Kawasaki 100. A lot of the guys I used to hang out with were into motocross and they told me I should buy a bigger bike, so I got a 250cc Kawasaki in 1971. The week after I got the bike I rode my first MX and finished third. It was fun. The next week I won and kept on winning -- I think ten races in a row. I got my AMA professional license the next year and raced the Daytona Supercross (500cc class) in 1973. I'd like to say I did good, but the bike just didn't want to go.

I started having trouble with my knees off and on after that and in '76 I quit during the season. I went to Daytona in 1977 -- Cycle Week is one thing I don't miss -- and came back knowing I just had to have another bike. I bought a (Kawasaki) Z1 and started road racing in club events. I began to do well and then moved up to a (Yamaha) TZ250 and from there to the 750. I guess you could say I'm basically a newcomer to road racing. I had done some before 1977, but I didn't really know what I was doing. I was just a little kid going with a bunch of older guys and having fun.

Do you ever wish you could've continued in MX?
Yes. There are times when I see the big bucks some of the factory guys are getting and I wish I was still riding. I really loved MX.

Let's rate a few of the guys you race with. Freddie Spencer?
Freddie is very good, but he's always had good equipment since he was very young. He and I were Novices together and there were times when, even though I had a pretty worn out motorcycle, we diced it up.

Wes Cooley?
Wes has improved a lot over the past few seasons. He's very fast, but has also had the advantage of very good equipment. I don't look at either Freddie or Wes as better than I am, they just had some advantages I didn't.

Richard Schlachter?
Rich is good, but he isn't the best. Last year when we were at Laguna Seca for the National, Roberts and Spencer decided to take off and Rich was left in the dust.

Last year I thought I could compete with those guys, but I guess I was a bit too inexperienced. This year, if I get everything together I should be right there all the time.

Dale Singleton?
Again, another very good racer. But really what all those riders have on me is experience. I don't think they have riding on me at all.

Do you see your future as a 750 rider or in the Superbike ranks?
I like the Superbikes a lot. If I had good equipment I would really like to do that, but my dream is to go racing in Europe. You need to race there to learn to be super fast. All I need is the chance to race week after week. The idea is to constantly improve. I feel I've improved tremendously in the past two seasons. If I can keep on getting better maybe I'll be good enough to dominate like I do in the Battle of the Twins. It's fun to get on a bike and just run away from everyone.

Where does your backing come from?
I get a parts deal from Meadowbrook Cycle Sales. I'd have to say that John Clark, who sold me my TZ750 -- he used to be an AMA racer -- has helped me a lot. I don't have anybody really giving me money. My mother helps out a lot and so does my old boss. If I need to borrow some money, he's the one I see. It's no easy road being a privateer. It may look like I have some money because I have a new van and a few things, but it's only because I have a lot of friendly bankers. Everything's on loan. I'm running on the edge all the time.

Do you think all this hard work will pay off somewhere down the line?
I sure hope so. The reason why I keep racing is I know somehow I'll get back everything I've put into my career. All I need is to have a bit of luck go my way for once. Last year I got injured -- I broke my hand and wrist at Loudon -- and could never seem to get things to come together until the end of the season. By then it was too late. I thought after my fourth at Elkhart Lake things would begin rolling along, but Loudon stopped that.

Do you do your own work on the 750?
I do all the mechanics on the 750. Reno (Leoni) may give me a hand with something now and then, but mainly it's all my own work. I like the 750 very much, but maintenance is unbelievable. You have to be on top of it all the time and nothing you do to the bike is cheap.

How about the Ducati?
Reno does all the work on it or pays for something special. It really isn't a sponsored ride in the true sense because although we get the bike free I pay for the tires and Reno does the rest.

The Ducati is a fun bike to race because it handles very, very well. The unfortunate problem is you can no longer compete with four-cylinder bikes when you have only two-cylinders. They just have too much power and you can't keep up with them no matter how hard you try -- and believe me I've tried. Last year I was usually the first or second privateer in every Superbike event. Sometimes it was a bit frustrating.

Didn't you have a test ride on one of Yoshimura's Suzukis?
I guess you could call it that. I rode Wes Cooley's 1980 Yoshimura (Suzuki) Superbike in a session at Willow Springs Raceway (California). It takes a lot of getting used to because it's nothing like the Ducati and you just don't jump on and fly. I didn't know the track either and that also kept me from showing my potential. It would have been nice to have had a little more time to learn the bike. I didn't get the ride.

You and Reno Leoni appear to be very close. When did you start riding for him?
I had my first ride on one of Reno's bikes in 1979. I started out riding his Moto-Guzzi. We went to Daytona that year and I was supposed to ride the Ducati, but Freddie Spencer ended up on the bike after I broke my hand. I rode the Guzzi in the next few Superbike races and then I moved to the Ducati.

Reno and I get along very well. I trust him. If he says I should do something then I do it because he's seldom wrong. I hope we can work together for a long time because we make a darn good team. He's just a great guy. I'm the one rider out of all he's worked with that he gets along best with -- that's why he has helped me as much as he has.

Have you set goals for this year?
Not really. I don't intentionally set goals for myself in racing. I don't know where I'm going and what I can do until I get there. I just want to do the best I possibly can every time I race. If you pinned me down I guess I would say winning a few Nationals would be nice. I haven't been in winner's circle in awhile. •

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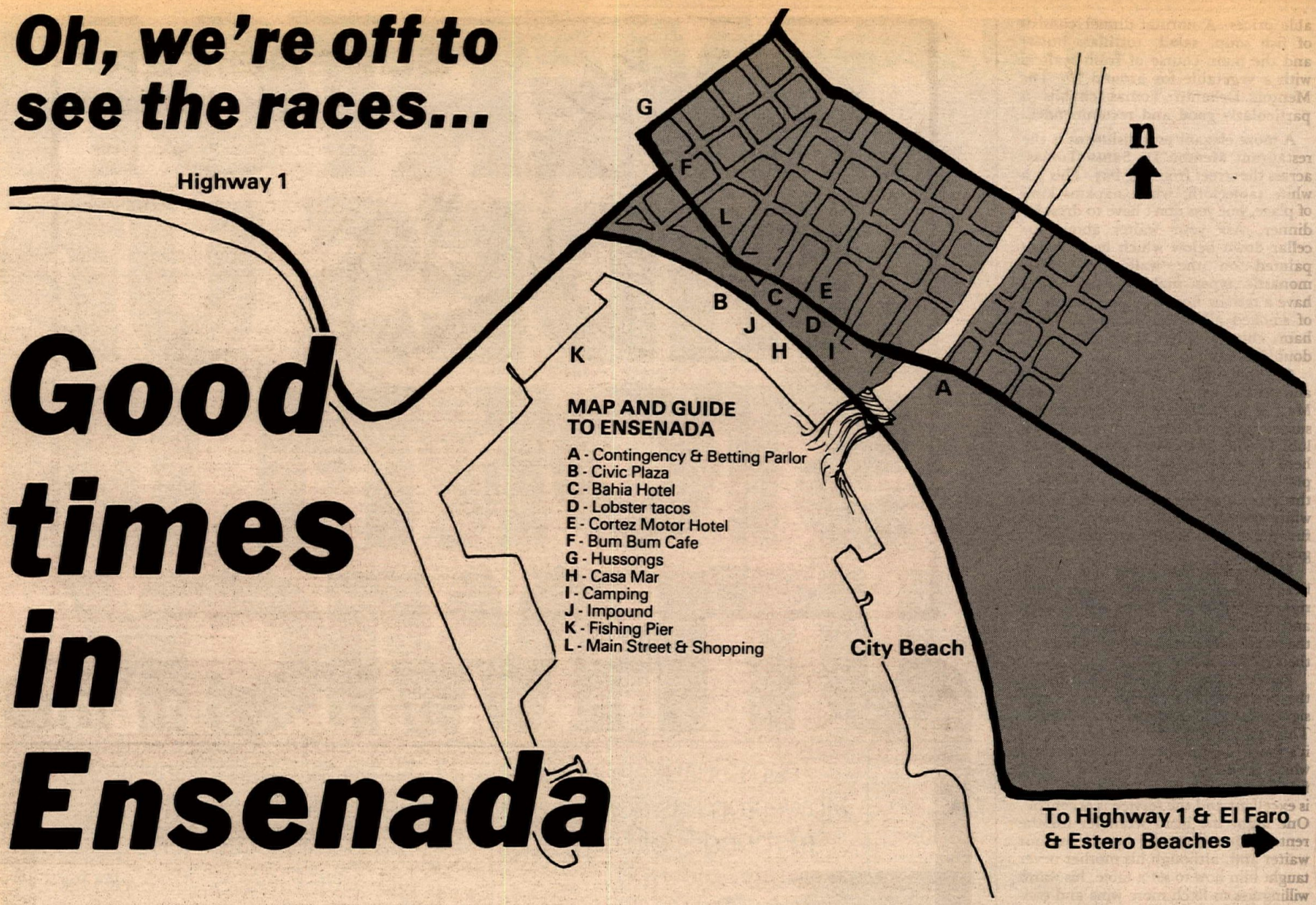
Oh, we're off to see the races...

Good times in Ensenada



By Nina Vermillion

If you are a hard hitting partyer with a terminal taste for beer, the beach and other pleasures, you're going to like Ensenada.

Located some 75 miles down the Baja Coast from San Diego/Tijuana, Ensenada is primarily a fishing port with a great deal of tourist activity. In fact, there are two Ensenadas — the area from the water inland a block or two, and commercial Ensenada where the natives live and shop.

Located like the hub in a wheel in the tourist section is the Bahia Hotel which is traditionally SCORE off-road racing headquarters. Here you will find the second most important bar in town as well as a courtyard pool and all the latest racing information, posted by checkpoint in the lania behind the pool. The parking lot behind the Bahia faces the camping area and impound. The Bahia is a rambling light green structure marked off by a banner in front proclaiming, *"Bienvenido a Ensenada y SCORE."* They like us down there.

Since the race begins a little after dawn on Saturday, a lot of dust afficionados take off Friday morning. By leaving the Los Angeles area around 8 a.m., you'll probably make it into town by about 11:30 a.m. which is the right time to check into your hotel, or pick out your camping spot, and go for a beer and some lunch. One of the best places is the El Meson De Don Fernando, just across the side street on the right side of the Bahia. Their specialty is lobster tacos and they are delicious. Three of those and some beans and rice will cost about $3.25. They also make a good hamburger and 'burgers in Mexico taste better because they're cooked over a wood/charcoal fire.

Since you're in Mexico, you might as well enjoy the local custom of a siesta, but take yours on El Faro Beach, a few miles out of town off Highway 1. Take a right on Highway 1, continue past the airport and begin looking for a faded blue sign on the right that says "Estero Beach Hotel — 2 klms." Turn right here and continue to the end of the pavement (you'll pass a lot of good places to buy pottery, too). A really faded sign, painted on a building, directs you to El Faro. The road, if driven slowly, is OK even for American gas guzzlers. (However, it doesn't look that way.) A cobblestoned courtyard is the entrance to a double road with permanently-parked trailers facing the sea. The beach itself is a very fine powder white sand, and along the water's edge are numerous tiny sea shells for collectors. Because this bay is shallow for a good distance, even toddlers are safe in the water. There's usually good body surfing and always a cool breeze.

Along about 3:30 or 4 p.m., it's time to pack it back into town, shower, put on your cleanest dirty jeans and get ready for the Great American Greed Trip. The sidewalks along both sides of Lopez Mateos Boulevard are crammed with souvenir shops selling such must-have items as: stuffed iguanas, chess sets whose pieces are the Mexican revolutionaries vs. the Mexican Army, "Bullshit" cigarettes, fireworks, $25 silver covers for 59¢ Bic lighters, Day-Glo KISS, ELO and Elvis Presley belt buckles and the ubiquitous feather band for the mandatory cowboy hat. There are vividly colored rebozas, blouses and Mexican dresses for the ladies along with leather vests, jackets and the poncho-everybody-buy-in-Ensenada-and-then-never-wears.

Distasteful as it will seem to some, bargaining and hassling about prices is considered perfectly OK. It's not only correct, but expected for the American tourist to enact a pretty little pantomime of looking, affecting disinterest in the lowered price, then allowing themselves to be led back by the shopkeeper (as many as four times) and finally buying the article at only 10% more than one expected to pay.

All of this activity can be very wearing and a smart person will toddle up the street and turn right into Hussong's Cantina. Hussong's is famous the world over — *not* for the decor; *not* for the liquor and *not* for the personnel. Hussong's is, quite simply, *the wildest bar in the world.* It is also the oldest bar (building, some say) in Baja and dates back to 1892. And looks every minute of it. The exterior is painted institutional green and the door is guarded by a Mexican policeman. There are two additional cops inside and for good reason. The tables are easily big enough to hold two beers and the heavy wood chairs with leather seats are comfortable, if you can pry someone else off of one. Beers are 75¢ and tequila must be free, judging by the amount consumed. (And the antics of the patrons thereafter.) From 10 a.m. on, the place begins filling up with various American and Mexican types bent on studying abnormal behaviour. Adding to the color are several vendors of various food stuffs, a persistent Polaroid type, the man who sells electric shocks and a mariachi band. The normal greeting for a stranger rounding the bend into Hussong's is an ear-splitting whoop from everyone else already in the place. As the tequila/beer level rises, inhibitions lower and some truly scandalous behaviour has been known to occur.

If you survive Hussong's at all, you'll probably be ready for dinner. Not far from Hussong's, as the beer bottle skips, is the Bum Bum Cafe which serves excellent seafood at very reason-

Ensenada hotels

A prime connection for a room in Ensenada is Sr. Ramon Inzunza, the Vice President, Department of Tourism at the Ensenada Chamber of Commerce, who runs a travel agency called Viajes Guaycura Travel, phone 706/678-1641. He will be more than willing to try to find you a room at any of the below if your espanol is a little shaky.

The Bahia **— 706/398-2102. SCORE race headquarters. Boulevard Costero y Lopez Mateos.**

Cortez Motor Hotel **— 706/398-2401. Swimming pool with slide in the courtyard, nice rooms and a good restaurant as part of the hotel building. Lopez Mateos Boulevard.**

San Nicolas **— 706/399-1901. Avenue Adolfo Lopez Mateos.**

able prices. A normal dinner consists of fish soup, salad, tortillas, butter and the main course of fresh seafood with a vegetable for around $6. The Menton DeSanto Tomas chablis is particularly good and recommended.

A more elegant establishment is the restaurant Menton De Santo Tomas, across the street from the bay. This is a white tablecloth, white napkins kind of place, but you don't have to dress for dinner. Ask your waiter about the cellar down below which has frescoes painted on the walls of various monastic types making wine. They have a terrific hors d'oeuvre consisting of smoked albacore, various cheeses, ham, chips and hot sauce that could double as a full lunch.

On the Avenida behind the Bahia and to the left is a new place, Casa Mar, that specializes in sea food (not surprisingly in a fishing village). A half lobster with trimmings is about $6.50 here and they do a mixed seafood platter for two that will easily serve three or four for about $11. It has whitewashed walls, heavy, dark furniture and candlelight and lots of greenery.

If you feel like going out to the beach, La Cave de los Tigres (turn right on Highway 1 going out of town and turn right at their billboard) faces the water and has had good reports on their garlic lobster.

Further along, at the turn just before the one to El Faro Beach, is a faded sign saying "The Mona Lisa — bar." This is a personal favorite because 1.) it's hard to find the road in the dark which is adventuresome, 2.) it's beautiful when you get there, and 3.) the food is excellent and the service is eccentric. One night the head wrangler for the rentable horses at the beach was our waiter and, although his mother never taught him how to set a table, his warm willingness to fetch more wine and consult the chef about a specialty not on the menu more than made up for it. As well as his wearing his cowboy hat at all times.

The Mona Lisa faces the sea, has woodburning fireplaces and great food. The specialty is a dessert/drink made from coffee, Kahlua and cream with brandy flamed on high and then poured in a river of blue fire into your glass. Due to all the liquor it tastes like one helluva hot chocolate. Dinner for three with appetizers, a couple of bottles of wine, dinner and The Coffee came to $39.

Friday night before the race is *not* a good night to party. Avoid the Bahia Bar and Hussong's for nightcamps and go directly to bed.

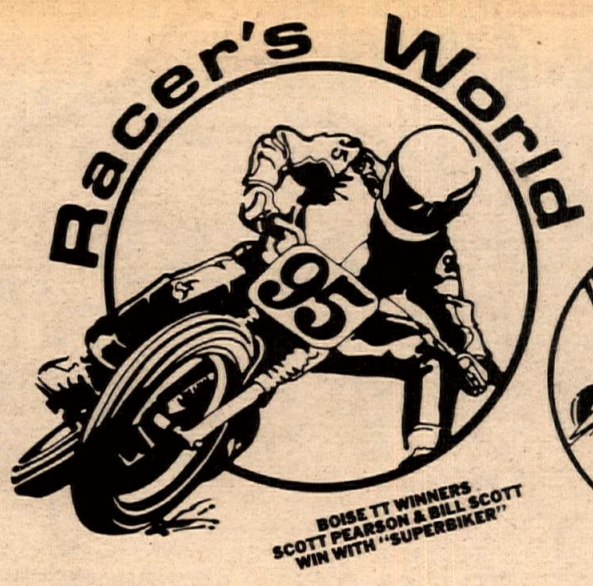
Race day starts at dawn which is usually heralded by at least three military bands practicing drumrolls and flourishes. A person feeling a bit under the weather may have a sinister thoughts about Mexican firing squads.

After cheering your rider on, a good place for breakfast is the restaurant directly across from the Bahia. Their machacas (eggs scrambled with green peppers, tomatoes, onions and shredded, barbequed beef) will set you up for the day.

A lot of people go out of town for a distance to see the race pass and then head back to bed or the pool or the beach. By 3:30 p.m., the bikes will begin to come in and partying starts officially at the Bahia. The riders will be streaming (or limping) in, the bar full of people getting the latest news or running in and out to the lania to check the results, the mariachis tweedling and whumping away and the beer flowing in absolute rivers. At this point, you're on your own.

One reminder: It is against the law to carry an open beer bottle on the streets of Ensenada.

Bienvenidos to one of the best party towns around. ●



"SUPERBIKER" fork brace

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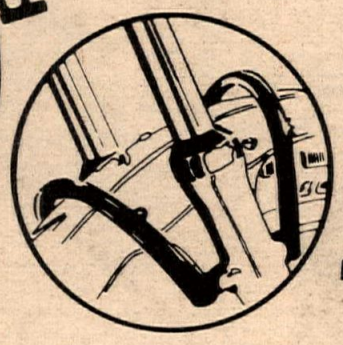
8th in 1980 national standings

Wendy Epstine, nation's fastest woman's road racer



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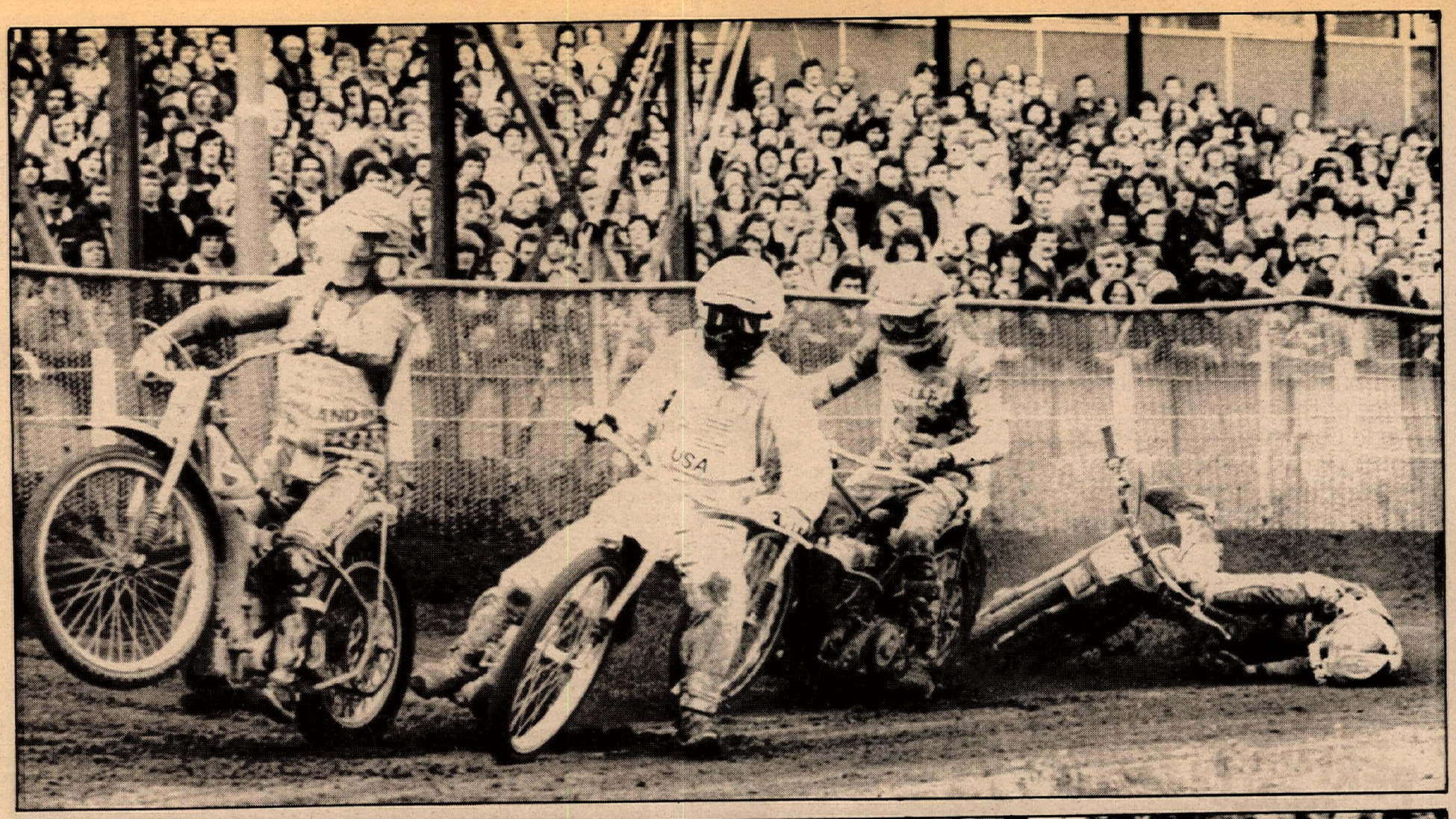
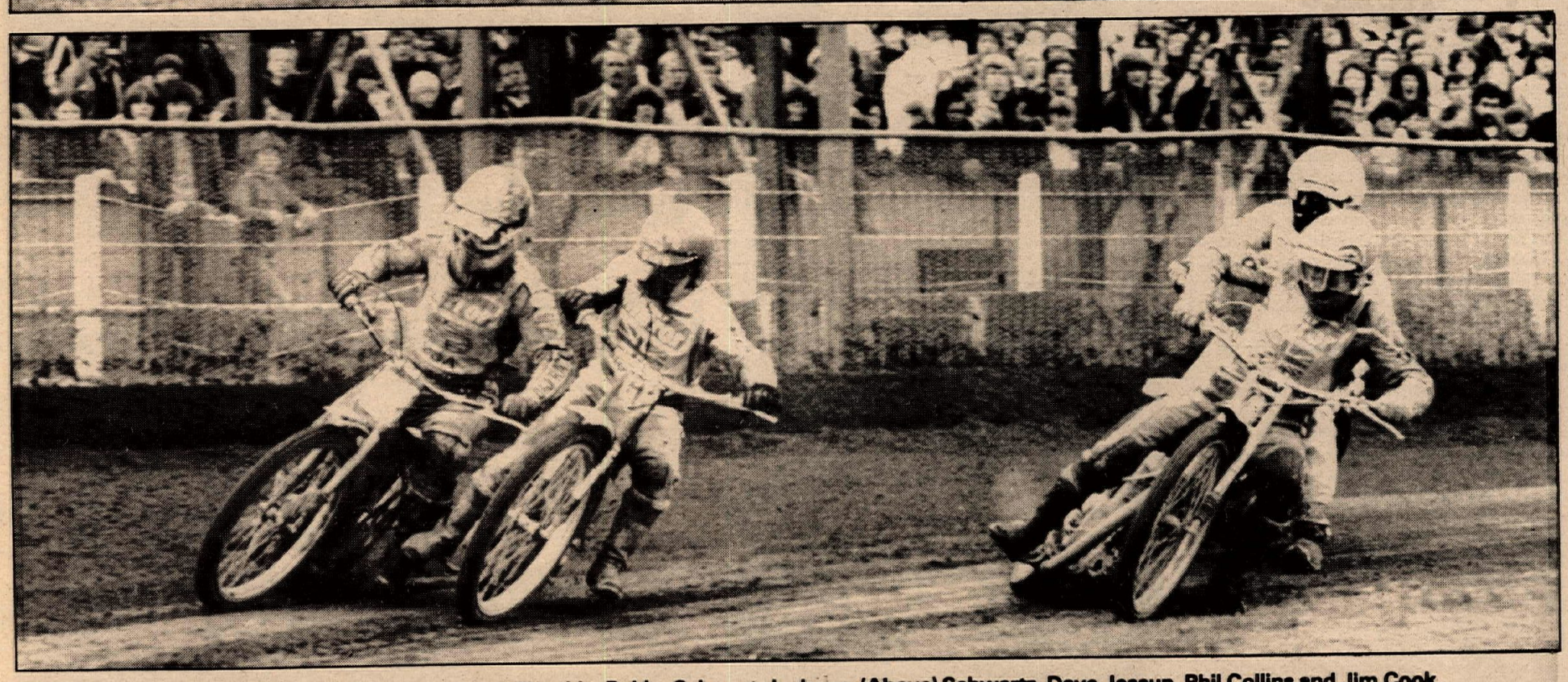




(Top) Heavy track conditions contributed to scenes like this. Bobby Schwartz is down. (Above) Schwartz, Dave Jessup, Phil Collins and Jim Cook.

England and Sweden hand U.S. losses in speedway matches

Snow storm dampens first test!

By John Hipkiss

BELLE VUE, MANCHESTER, ENGLAND, APR. 26

Amid rain, sleet and snow, the first test meet this year between speedway's two most potential world forces resulted in a decisive win for England, who are eager to avenge the results of last year's tests when the Americans came out on top 3-1.

The U.S.A. were hell-bent on winning the series last year, and they are equally anxious to repeat the dosage this time around. Explained new team captain Bruce Penhall, "America has the riders available in England to beat any speedway country, as we proved last year against England. Unfortunately, things went wrong even before the start of the first race, but most of the remaining tracks that the test meets are at favor the American riders, and I know the lads can put a winning performance together."

It wasn't that the track action grabbed the headlines, but the weather conditions, with half the country in the grips of freak snow storms which kept Ronnie Preston stranded on a motorway. He arrived in time for the interval missing his first three rides.

The problems didn't stop there. Former team captain Scot Autrey also missed his first ride due to the weather conditions, and on top of that he blew a motor in his first race.

It developed into a gaters meet, with very little racing to offer the few spectators who did brave the conditions. The rider into the first turn on this usually very fast 400-yard-plus track came out a winner, it left the other three riders to ride their way through the mud to salvage what points they could.

Results

ENGLAND: 60
USA: 48
ENGLAND: Chris Morton (13); Ian Cartwright (6+1); Mike Lee (14+1); Phil Collins (2+1); Dave Jessup

SUZUKI SWEEPS FRENCH GRAN PRIX 1-2-3.

Round four of the World Championship Road Race Series held in LeCastellet, France, found Suzuki finishing 1-2-3.

All three Suzuki riders were aboard new RG-500 road racers. Marco Lucchinelli won the event and had the fastest qualifying time of 2:04.29. Randy Mamola finished second to regain the series points lead. And Graeme Crosby guided his Suzuki to third place.

Considering Suzuki holds down three of the top four spots in the World Championship Series, the RG-500 must be one mean machine.

C'est magnifique!

SUZUKI 1981. PERFORMANCE THAT REALLY COUNTS.

(12+2); Les Collins (8+1); Alan Graham (5); Steve Bastable (0).

USA: Bruce Penhall (15); Bobby Schwartz (6+4); Dennis Sigalos (8); Steve Gresham (10); Scott Autrey (5); Shawn Moran (1); Larry Kosta (0); Ronnie Preston (3).

Unofficial victory for U.S.

By John Hipkiss

IPSWICH, ENGLAND, MAY 7

The fourth test resulted in an unofficial win for the Americans. Why unofficial? The 18-heat meetin was rained off with just two races to go!

The track had taken a lot of rain the day before the meet, then stopped on race day only for the heavens to open up with thunder and lightning before a torrential downpour killed off anyway of finishing the last two races.

The final score of 44-52 meant that it was possible for England to win the remaining two heats by maximum points 5-1 to gain a draw, or they needed a 5-1 plus a 5-0 to win by one point. Since this was highly unlikely and the weather impossible (and anyway, England had already won the test series 3-0), it was decided to award the meeting to the Americans.

Panic had set in the American camp before the meeting had begun. Captain Bruce Penhall arrived just minutes before the start, with his mechanic warming his machines up in the back of his van, only to be greeted with the news that Kelly Moran had broken down enroute. He didn't make it until the halfway stage.

Penhall went on to lead the score chart for the Americans with 12 points from a possible 18. He received good support from Dennis Sigalos (11) and John Cook (8) who both ride for the Ipswich team and knew the track well. Sigalos, in fact, won the 'Man Of The Match' award presented by the series sponsor, the Daily Mirror.

Top scorers for England were Dave Jessup (11) and Gordon Kennett (11). World Champion Mike Lee had a disappointing meet, scoring only six points.

England now led the series 3-1 with just one meet left at Cradley Heath, Penhall's home track.

Results

ENGLAND: 44

USA: 52

ENGLAND: Dave Jessup (11); Gordon Kennett (11); Cris Morton (10); Mike Lee (6); John Davis (4); Alan Graham (2).

USA: Bruce Penhall (12); Dennis Sigalos (11); Bobby Schwartz (9); Scott Autrey (9); John Cook (8); Steve Gresham (3).

England brutal to the end

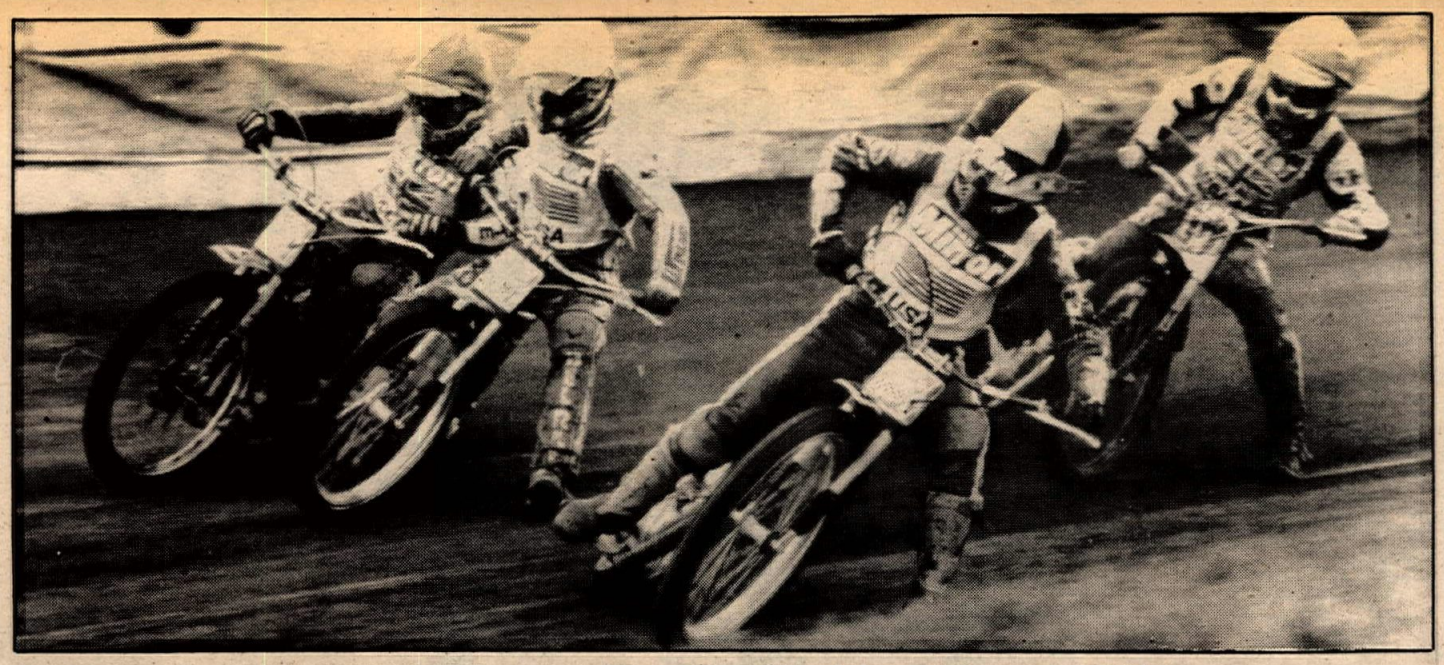
By John Hipkiss

CRADLEY HEATH, ENGLAND, MAY 10

Again the weather dominated the scene before a large crowd who saw the England team unsympathetically shatter any American hopes.

On a heavy, rain-soaked track which provided lots of problems for the over-adventurous, England was supremely confident, sweeping to a massive 31-point victory to clinch the series 4-1 and take full revenge for last year's defeat.

Birthday boy Penhall, captain of the American squad, was hoping to pull his riders together for a face-saving finale, but instead, it proved to be a disaster, not only for his team but for himself personally. He made an embarrassing start in front of his home fans falling in his first race, two heats



Cris Morton, Bruce Penhall, Bobby Schwartz and Steve Bastable mix it up at the second British test race.

The last lap of the 1980 Grand National Championship Series was as tough as the first 849...

BUT LAP AFTER LAP, RANDY GOSS MET THE CHALLENGE.

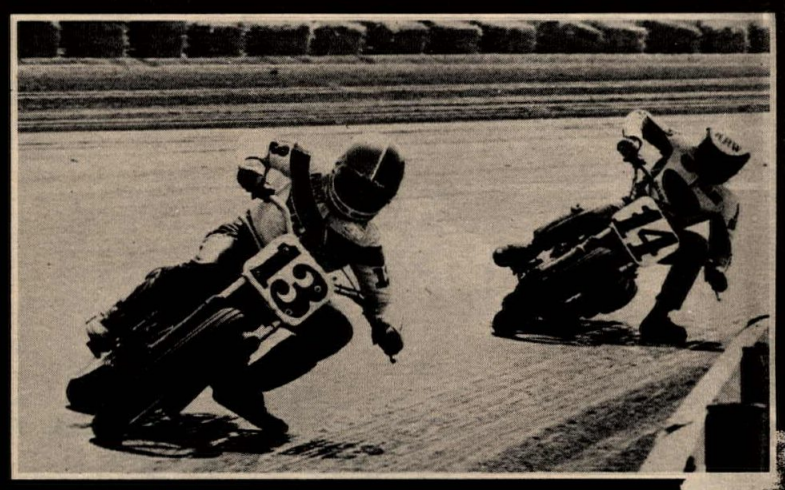
Randy Goss won the 1980 Winston Pro Series through his reliable and consistent performance, and that of his machines. That includes the season's finale at Ascot, where he rode to the championship by a single point, 207-206.

Week after week, in TT, short track, mile and half mile dirt track races — 20 in all — Randy kept charging.

Lucky Number 13 made the cut 19 of those 20 times, always finishing in the top ten. And when the stakes were tied, with two races to go, Goss put his Harley across the line first, with an impressive win in San Jose, proving what a consistent performer can do.

Of course, steady and reliable apply to the motorcycles, too. Randy's Harley-Davidsons, as with past champions, demonstrated the stump-pullin' useable power inherent in the venerable V-Twin. In the longest, most competitive series around, the Harleys proved equal to the rider's consistency 19 times.

So congratulations Randy Goss — Mr. Consistency. In the keenest competition ever for Number One, you *earned* the right to carry the title of "Grand National Champion — 1980."

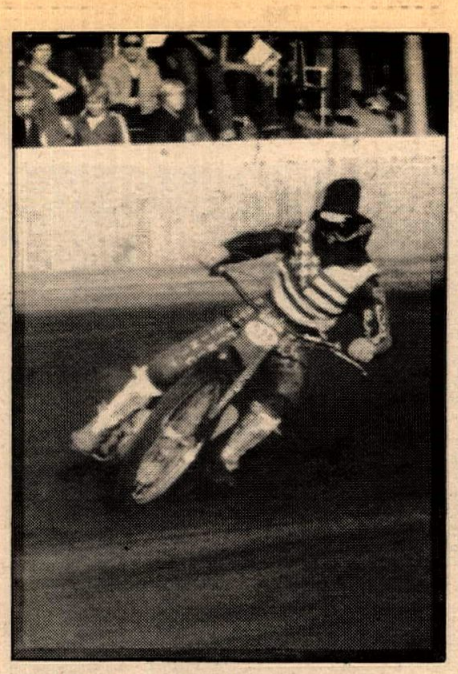


1981 SCHEDULE

EVENT	DATE
Houston Short Track	February 7
Houston TT	February 8
Daytona Road Race	March 8
Ascot TT	April 4
Sacramento Mile	April 11
San Jose Mile	May 3
Ascot Half Mile	May 9
Louisville Half Mile	May 30
Elhart Lake Road Race	May 30-31
Harrington Half Mile	June 6
Louisville Half Mile	June 13
Loudon Road Race	June 20-21
Santa Fe TT	June 26
Columbus Half Mile	June 28
Topeka Half Mile	July 4
Monterey Road Race	July 19
DuQuoin Mile	July 25
Santa Fe Short Track	August 7
Peoria TT	August 9
Tulsa Half Mile	August 23
Indianapolis Mile	August 29
Indianapolis Mile	August 30
Syracuse Mile	September 13
San Jose Mile	September 20
Ascot Half Mile	September 26

AMF

Harley-Davidson



The U.S. team gathers in Sweden. Penhall tried to put his team in front but bad luck held them back.

later he fell again when his primary chain broke, and in the end he managed only two wins from his six rides.

The England team was led superbly by Dave Jessup, who suffered his only defeat to Penhall. They were a lot faster from the tapes, and quicker starts were vital on a waterlogged track which had put the meet in doubt until half an hour before the start.

England was 18 points ahead by the halfway stage, and although the Americans did better when the track dried out, they were fighting a lost cause.

Jessup had the sound backing of World Chapion Mike Lee, who had lost two teeth in a track crash the previous night. For the Americans, Bobby Schwartz was the only rider to score double figures, showing some kind of consistency, although he only won one race. It was typical of his team's fortunes when the final heat had to be rerun when Keith Crisco fell, and in the restart his race partner Shawn Moran fell, letting England coast home for a 5-0.

Results

ENGLAND: 69
USA: 38
ENGLAND: Dave Jessup (17); Cris Morton (14); Mike Lee (13); Alan Graham (10); Gordon Kennett (9); Phil Collins (6).
USA: Bobby Schwartz (10); Bruce Penhall (9); Shawn Moran (7); Kelly Moran (5); Scott Autrey (3); John Cook (3); Dennis Sigalos (1); Keith Crisco (0).

U.S. second best in Sweden

By Rikard Brennius

Following the English test match series, the American team traveled to Sweden for a three-race series. The U.S. team's bad luck apparently followed them as the Swedes beat the Americans 2-1. Richard Brennius provided photos and results from the series.

The series started well for the U.S. when the first race took place in the town of Norrkoping on May 12 as the U.S. team edged Sweden 54-53. Jan Andersson was top scorer in the meet with 17 points; Bobby Schwartz the top American scorer with 16.

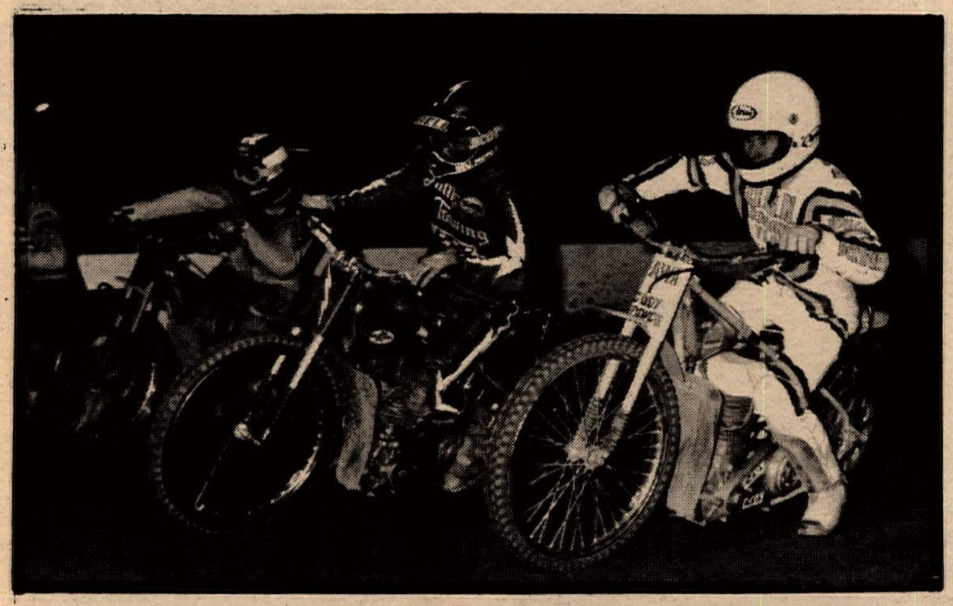
Sweden avenged the loss the next day in Stockholm by drubbing the Yanks 60-48. Anders Michanek totaled 18 points to lead the Swedes followed by Andersson (16) and Tommy Nilsson (11). Bruce Penhall was the only American to score in double digits with 16 points.

In the final race in Kumla on May 14, the U.S. again fell to the Swedes, 58-49. Andersson topped the score sheets with 17 points, teammate Michanek gaining 12. Schwartz led the American scorers with 15 points, Penhall (13) and Kelly Moran (11) also scoring well. However, the rest of the Swedish team scored better than the U.S. which tipped the scales in favor of the host country. ●

Results

NORRKOPING
SWEDEN: 53 — USA: 54
SWEDEN: Jan Andersson (17); Anders Michanek (11); Tommy Nilsson (9); Richard Hellsen (9); Tommy Johansson (4); Hans Danielsson (2); Bosse Wirebrand (1).
USA: Bobby Schwartz (16); Bruce Penhall (14); Kelly Moran (11); Brad Oxley (7); Denny Pyeatt (5); Larry Kosta (1); Shawn Moran (0).
STOCKHOLM
SWEDEN: 60 — USA: 48
SWEDEN: Anders Michanek (18);0 Jan Andersson (16); Tommy Nilsson (11); Richard Hellsen (7); Hans Danielsson (5); Borje Klingberg (2); Bosse Wirebrand (1).
USA: Bruce Penhall (16); Bobby Schwartz (9); Kelly Moran (8); Larry Kosta (8); Shawn Moran (6); Denny Pyeatt (1); Brad Oxley (0).
KUMLA
SWED: 58 — USA: 49
SWEDEN: Jan Andersson (17); Adners Michanek (12); Hans Danielsson (8); Tommy Nilsson (8); Richard Hellsen (7); Bernt Persson (5); Ake Fridell (1).
USA: Bobby Schwartz (15); Bruce Penhall (13); Kelly Moran (11); Shawn Moran (7); Denny Pyeatt (2); Larry Kosta (1); Brad Oxley (0).

SPEEDWAY WEEK



From the pole are Dave DeTemple, Shawn McConnell and Jim Fishback.

Hedge hogs Taft wins

By Bill Locey

TAFT, CA, MAY 16

Chris Hedge put it to the Taft locals as he won both main events at the Franklin Field Arena before about 1000 Central Valley speedway fans. The wind took the night off, and the promoters got some water on the track, making for a tacky surface and some nifty racing.

The Taft locals did, however, get numerous chances to cheer on their favorites. Frank Adamo, fifth-place finisher in last year's Long Track Championship, made both mains and finished second in the Scratch. Don't feel sorry for Frank, though; he's already won the Scratch main three times and four trophies overall in his hometown. Promoter and "Taft Tornado" Grant Salyers also made both mains and ended up second in the Handicap main.

But there was no stopping Hedge. The young redhead from Santa Monica, with Junior Speedway experience, had the pole and used it to good advantage twice in the Scratch main. Hedge took the lead the first time, but Salyers crashed and was excluded from the restart for his trouble. Hedge's lead lasted the entire four laps on the second go 'round. Dennis Abbott, from beautiful downtown Castaic, was third behind Adamo.

In the Handicap main, Hedge outgated Abbott who started beside him on the 30-yard line. Things became real easy for Hedge after that, especially after 10-yard line rider Steve Miller crashed. Abbott finished a close third behind Salyers, who did his best to make it all interesting.

Everyone had the chance to fall down in D-2 racing. In a heat, one of those guys in white pants dashed onto the track to pick up some fallen bodies. Unfortunately, he didn't see Smith sliding around the corner and was promptly run over. Referee's verdict: No harm. No foul.

Jim Bradley, Santa Paula new guy, survived a pair of crash-filled Challenger heats to emerge victorious in the D-2 main. Last week's winner, Pat Smith, finished in second and Taft's Kal Vaughn was third.

Taft will experience relative quiet for the next week. Speedway resumes Saturday night June 30. The Track Championship is slated for June 6. Speedway moves to Carruthers beginning on June 13.

Results

SCRATCH MAIN: 1. Chris Hedge; 2. Frank Adamo; 3. Dennis Abbott; 4. Grant Salyers.
HANDICAP MAIN: 1. Chris Hedge; 2. Grant Salyers; 3. Dennis Abbott; 4. Frank Adamo; 5. Bobby McLain; 6. Steve Miller.
SECOND DIV: 1. Jim Bradley.
MATCH RACE: 1. Tom Ferris def. Grant Salyers.

King and Miller head Ventura moon madness

By Bill Locey

VENTURA, CA, MAY 19

A larger than usual crowd turned out tonight for some stranger than fiction happenings under a full moon at the Ventura Raceway.

But let's get to the good stuff right away. Cool weather cut the number of contestants down to four and a half for the bikini contest, in fact, turning the affair into goose bump night. Barbara Bigelow of Malibu, your basic "10," in a bikini only slightly larger than your basic goose bump, showed enough skin in the end to win. But she didn't. A real "10" — 10-year-old Bonnie Sorenson of Thousand Oaks — walked away with the $50 gift certificate as the winner, proving somehow that it was family entertainment after all. Another bikini night is slated for June 16 when warmer weather is expected.

There was even some motorcycle racing. Lance King won his fourth Scratch main in seven tries, taking the Big One every other week since the April 7 opener. Dave Miller took the Handicap main off the 10-yard line.

Things began normally enough. In Handicap racing, Tom Morley and Craig Schaefer each won a heat. Alan Christian went nuts (and fast), passing four riders in half a lap, but was unable to catch Miller and had to settle for second. King passed everybody to win the final heat.

In the semis, Miller, in a preview of things to come, cruised uneventfully to an easy win. Christian had bike troubles and was history for the main.

The full moon rose over the track with immediate effect just before the 10th race; seventeen of the evening's 22 crashes followed. In event number 10, a Scratch heat, Tom Hughes caught Christian's rear wheel and went over the handlebars, crashing heavily in front of the stands. Later, x-rays showed nothing was broken. Next, Dave DeTemple and Steve Lucero went down, as did Gene Woods who was trailing. The race was restarted without DeTemple who reportedly suffered a broken finger.

After the halftime goose bump contest, the weirdness continued. In a Second Division heat, Ventura's Pat Smith was in third place by plenty on the second lap. Then, for no apparent reason, both leaders — Andy Northrup and Pat Hawley — crashed, giving Smith and Mark Malazzo gift transfers. In the next heat, Oxnard's Henry "No Pain" Swain crashed while in the lead.

The Third Division main featured more of the same. A pair of Santa Paula riders — John Aitken and Jim Bradley — experienced close encounters with the ground. Mark Weaver went down on turn one and broke his collarbone. Guy Ermolenko went out of control around turn two and wheelied it down the straightaway, apparently saving it. Then he crashed in turn three. Bob Bechtold didn't care; he led all the way for the win.

The Second Division main saw Bob Pfetzing win his fourth trophy in Ventura, easily. Behind him, it was not so easy, as three more riders went down.

The Handicap consy had all the makings of a real yawner. Christian had a big lead on the fourth lap when something happened. The wind blew the starting gate over. That's right. A thick wire fell directly in Christian's path, who managed to take evasive action. He laid his bike down just in the nick of time, barely sliding underneath the falling wire.

Keith Larsen, who up to this point was enjoying a great evening, was not so fortunate. He never saw the wire until it was a foot from him. It caught him in the neck between his helmet and his leathers, clotheslining him. Larsen was knocked from his bike and slid about 30 feet on his back. After a few tense moments, Larsen was able to exit under his own power. Larsen, looking much like Clint Eastwood in *Hang 'em High,* was treated for a nasty looking abrasion. He was awarded a fourth in the Scratch main.

Both mains were anticlimactic, but everyone promised to try it again next week.

"It's scary," said Christian, who said it all.

Results

SCRATCH MAIN: 1. Lance King; 2. Alan Christian; 3. Bobby McLain; 4. Keith Larsen.
HANDICAP MAIN: 1. Dave Miller; 2. Mike Muntean; 3. Craig Schaefer; 4. Lance King; 5. Steve Lucero; 6. Dennis Bransford.
SECOND DIV: 1. Bob Pfetzing; 2. Chris Hedge; 3. Dennis Abbott; 4. Dan Braviroff; 5. Mark Malazzo; 6. Pat Smith.
THIRD DIV: 1. Bob Bechtold; 2. Rick Miller; 3. Mark Weaver; 4. Guy Ermolenko; 5. Jim Bradley; 6. John Aitken.
MATCH RACE: 1. Mike Muntean def. Gene Woods.
BIKINI CONTEST: 1. Bonnie Sorenson; 2. Barbara Bigelow.

Christian crushes IMS

By Scott Daloisio

SAN BERNARDINO, CA, MAY 20

Alan "Crazy" Christian, aboard the STP Jawa, led wire to wire to claim the victory in the Scratch main Wednesday night at John La Douceur's Inland Motorcycle Speedway.

Christian, who is coming off a broken collarbone, took the lead from the number two slot over John Sandona, Dave DeTemple and Dubb Ferrell at the start. DeTemple and Sandona exchanged second three times with DeTemple taking the runner-up spot for keeps on lap three. Ferrell got Sandona for third on the final lap in the second corner. Christian went on for the victory by a comfortable margin with DeTemple fighting off Ferrell and Sandona over the final two turns for second.

Jim Lawson kept his Jawa glued to the pole and went on to win his first-ever IMS Handicap main. Lawson, who started on the zero, grabbed the lead on the start over Dennis Bransford and Moose Kennedy, who was on the only Weslake in the field. Christian, who started on the 50, and Mike Bast, coming from the 60, immediately started moving through the field. Christian got by Kennedy on lap three in turn two and took second from Steve Lucero in the same corner on lap four. Bast was moving steadily along behind Christian and got Lucero for third on the final lap. Christian was closing on Lawson but ran out of time and was forced to settle for second. Bast ended up third followed by Lucero, Kennedy and Bransford.

Fast rookie Pat Cain moved up to Second Division and blew the field away to record his second IMS victory of the season (his other win was in Third Division). Cain took the lead from the zero as the gate went up followed by Dennis Briggs and Steve Bauer. Briggs and Bauer had a good battle for second with Briggs using the inside groove to take second for good on lap three. Pat Hawley moved to the inside and got by Bauer in turn two on the fourth lap. Cain maintained his huge lead over the final two laps taking starter Sid Sutton's checkered flag first followed by Briggs, Pat Hawley, Bauer, Greg Ayers and Shane Hawley.

Ron Blanton started on the pole in the Third Division main and was another wire-to-wire winner. Following Blanton were Andy Northrup, Craig DePhillippi, Ed Castro, Bob Bechtold and David Alvarez.

Leni Faas and Gene Woods crashed a few yards from the checkered flag in the Handicap consolation. Faas ended up on the bottom of the pile sustaining an injury to his right foot and took a trip to the hospital for x-rays. Also on the injured list was Tom Hughes who suffered a broken wrist Tuesday night at Ventura and Keith Larsen who had the starting gate collapse on him, injuring his neck the same night. Hughes indicated he will be out four weeks with Larsen expecting to ride Friday at Costa Mesa.

On May 27, IMS will play host to three of this country's top oversea's riders who will be in town for the World Qualifier at the L.A. Coliseum on May 30. Defending National Champion Bruce Penhall, along with Bobby Schwartz and Brad Oxley, will be on hand to battle all the southern California regulars. Word in the pits has it that Oxley is averaging nine points in the British Speedway League. The first race gets off at 8 p.m.

Results

SCRATCH MAIN: 1. Alan Christian; 2. Dave DeTemple; 3. Dubb Ferrell; 4. John Sandona.
HANDICAP MAIN: 1. Jim Lawson; 2. Alan Christian; 3. Mike Bast; 4. Steve Lucero; 5. Moose Kennedy; 6. Dennis Bransford.
SECOND DIVISION: 1. Pat Cain; 2. Dennis Briggs; 3. Pat Hawley; 4. Steve Bauer; 5. Greg Ayers; 6. Shane Hawley.
THIRD DIVISION: 1. Ron Blanton; 2. Andy Northrup; 3. Craig DePhillippi; 4. Ed Castro; 5. Bob Bechtold; 6. David Alvarez.

Burba and DeTemple dominate Costa Mesa

By Ken Kellogg

COSTA MESA, CA, MAY 22

In preparation for the big event May 30, promoter Harry Oxley again had the Orange County Fairgrounds track styled a little

different than usual. There was a lot of loose dirt which provided fans with some fantastic acrobatics by riders but none topped the "stay on" riding style of Jim Fishback.

Tom Burba broke the rules by actually winning a main event in a new set of leathers. He won the Handicap main by defeating Gary Ford, Kurt Strommer, Bob McClain and Sterling Cogar.

In the Third Division main, John Clark took the gate with Shane McDonald and John Gant tied for second. On the third lap in the back straightaway, Gant moved past McDonald, but Shane took it back coming out of turn four and that's how they stayed for the balance of the race.

In the Second Division main event, riding from the zero-yard line, Rick Miller was first into turn one and by the time they reached the middle of the back straight, he was already two bike lengths in front. While Miller was expanding his lead, Andy Northrup and Dennis Briggs fought for second. On the second lap, Briggs took second away from Northrup and began closing the gap on Miller. In the last corner on the third lap, Briggs moved under Miller and took the lead.

In the Division One Handicap main, the race got off to a bad start with Jeff Tomlin and Gary Ford going down causing a restart. On the restart, Tom Burba was first into turn one with Bob McLain second. Ford was a close third by lap three, trying hard in the soft dirt. Strommer, Cogar and Sandona collided causing a red flag. Enough laps were completed for a finish, so the race ended with Burba picking up the win and McLain second.

The Scratch consolation could also have been called the Jim Fishback show. Although he only finished fourth, he put on the best show of the night again. At the start, it was Gene Woods and Fishback fighting for first. In turn three, Fishback, riding the soft outside cushion, spun out. The bike shot out in front of him, then headed for the wall. All this time, Jim was still holding onto the bars, although his feet were dragging behind him. Somehow, he managed to get back in control and headed straight for the pack again.

The battle now was between Woods and Tom Morley with "Honest" Dubb Ferrell third. Somehow in the last turn, Ferrell surprised everyone but himself and moved under both Woods and Morley to steal the win. At the wire, it was Ferrell, Woods, Morley and Fishback. Anyone who hasn't seen the Jim Fishback show hasn't seen a motorcycle race.

In the Scratch main, the match up was between Dave DeTemple, Dave Sims, Lance King and Phil Gagnon. DeTemple got the gate shot and as early as turn one was clearly in the lead. King came out second with both Sims and Gagnon third. In turn two, Sims moved under King and took second. Although he fought for the entire race, King was never able to recapture second and so it was DeTemple unchallenged with the win, Sims second, King third and Gagnon fourth.

Jim Fishback put on a crowd-pleasing show at Costa Mesa.

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Desert Hotline

CRC enduro riders hit the trail. (File photo.)

Basin beats D-38 One-Day Trial

By Larry Woodruff
PLASTER CITY, CA, MAY 10

Steve Basin took advantage of his first row start and left only dust for other riders to follow as he posted quick times in the first annual D-38 Benefit One-Day Trial. Steve, a desert Open Novice, chalked up only 1873 points (seconds) over two loops. Open Amateur Alan Klumph (1920) and second Open Novice Mark Bradford (1941), both on Honda thumpers, rode on Basin's row and tried vainly to keep him in sight.

Plaster City in May is definitely not one of your everyday garden spots. Correctly expecting the 100° plus heat, the various clubs who set up the three different loops kept the distance of each short but sweet. Mileages of 18-20 were reported for loops one and two, depending on how many corners one would overshoot. The third loop came to about 30 miles of wide open fifth-gear terrain.

The first loop started at 8 a.m., with six riders in a row. Due to the traffic, dust and the low turnout of 180 riders, race sponsors could have gone with three or four on a minute and wouldn't have received complaints from the races or checkpoint personnel.

The course went south from camp under the old Highway 8 and turned east for a short while before looping back down along towards the west over a series of whoops and ridges. At the top of one of the ridges came the beginning of the first loop special test. Because the first loop test would only be used in case of a tie, it proved to be a good warm-up and jetting exercise. Paul Eddy, the first 250cc Expert, momentarily seized his Yamaha IT in this section, causing him to do some major jet changing. About five miles later came the finish line; many riders posting an 11 to 12 minute time.

After waiting over 45 minutes for the 9:30 start of loop two, racers were greeted with the news that the loop's special test started right there. Racing towards the big sandwash, all of a sudden — no ground! A 20 foot drop with little warning sent riders crashing into each other. After dodging airborne bikes, racers followed the trail directly into the tight, twisty canyons over by the mountains. Rocks, ledges and drop-offs made the second loop into a real enduro course. It was in one of these canyons where longtime enduro rider Duane Neese bailed hard, breaking a bone in his pelvic area. His serious injury required a helicopter to airlift him to a hospital in San Diego.

The trial definitely had the longest special tests of any trial in recent memory as many lost anywhere from 25 to 40 minutes on the second loop. Most other One- and Two-Days have special tests of 3-6 minutes in duration. The finish of the loop was another five miles past the end of the special test after riders traversed over numerous rock fields, washes and ridges.

Loop three led the second loop survivors out over mostly two-track Jeep roads and washes on the east side of the Plaster City Open Area. Three miles in came the special test. After waiting for the flip card to show them their start number, riders roared off into a short, motocross type section before emptying out into flat desert. Twelve miles later came the end of the test in a deep sand canyon, followed by more flat desert and Jeep roads into the finish.

First enduro rider was Bill Snipes (Open B) at fourth overall, losing 2011 points. Craig Corda was the first Expert to come in at fifth overall and first Open Expert. Second enduro and first Open C Mark Fargo came in sixth, followed by first desert Vet Jim Marcum (Novice). At eighth stood Open C rider Bill Anderson, followed by D-37 250cc and CRC number one enduro rider Garner Palenske (DMG Mai) in the 250cc A class.

With Paul Eddy at 10th, first 125cc Expert Torum Corum managed to score better than Open A Kurt Dietrich (Suz) at 12th.

Many things considered it was a good first effort from the various clubs in D-38. They definitely learned a lot as the trial was set up leaning towards the desert racer. With more time checks and shorter special tests, it could draw more enduro riders without detracting anything from the desert racer. Fudpucker stated that next year's benefit will be run during a cooler time of year.

Results

OPEN EX: 1. Craig Corda; 2. Jeff Foland.
OPEN AM: 1. Alan Klumph; 2. Phil Teisl.
OPEN NOV: 1. Steve Basin; 2. Mark Bradford.
OPEN A: 1. Kurt Dietrich; 2. Larry Woodruff.
OPEN B: 1. Bill Snipes; 2. John Owen.
OPEN C: 1. Mike Fargo; 2. Bill Anderson.
250 EX: 1. Paul Eddy; 2. Matt Hope.
250 NOV: 1. Chuck Kecskes; 2. Tony Ligutti.
250 A: 1. Garner Palenske; 2. Bob Niles.
250 B: 1. Doug Behnke; 2. Ray Conway.
250 C: 1. Gary Middlebrook; 2. Tony Ligutti.
125 EX: 1. Torsten Corum; 2. Gary Bailey.
125 AM: 1. Terry Strauwald.
125 NOV: 1. Pam Foland; 2. Scott Reams.
125 C: 1. Tim Crowder.
200 A: 1. Gary Conrad.
200 B: 1. Scott Conrad.
200 C: 1. Gary Estrada; 2. Steve Lopez.
WOMEN A: 1. Betty Heath; 2. Lorie Farmer.
VET EX: 1. Bill Reams; 2. Robert Larson.
VET AM: 1. Mick Collins; 2. Bill Stacey.
VET NOV: 1. Jim Marcum; 2. Dave Meeks.
VET A: 1. Guy Biggs.
VET B: 1. Bob Falkenberg; 2. Bill McNees.
VET C: 1. Dennis Hussong; 2. Jeff Beeh.
SR EX: 1. Roger Adsit; 2. Jack Neeley.
SR AM: 1. Dick Bird; 2. Hal Graves.
SR NOV: 1. Glenn Madden; 2. Frank Schudar.
SR B: 1. R.W. Stouffer; 2. Al Nourian.
SR C: 1. Gordo Parham; 2. John Vedas.

Tilly takes CRC Tenderfoot Enduro

By Larry Woodruff
RAND MOUNTAINS, CA, MAY 3

California Racing Club number one Brett Tilly (YZ 465) rebounded from a handlebar bending crash in April to win the overall honors in the annual CRC Tenderfoot Enduro with a loss of just 12 seconds. Tied for second overall was current Open class point leader Richard Griffin (Yam) and 200cc super hotshoe Kurt Butler (Suz) at 23 seconds each. Kurt has really been putting it to the big bores this year.

CRC has hired long time D-37 enduro rider Larry Langley to design and set up CRC enduro courses. Larry, past D-37 enduro steward for two years, has had a major hand in putting on the very popular UEA annual Silver Dollar family enduro.

As one of the most well designed and marked family courses in recent memory, the Tenderfoot gave riders a hint of many successful CRC enduros to come.

At 8:01 Tilly and Co. took off from the first loop start and headed east, then north around Government Peak towards Fremont Valley. After timekeeping down a beautiful canyon at 12 mph, riders had to speed up to 24 into the first tie-breaker check. Maintaining 24 down the full length of Fremont Valley, the course took a southerly heading towards old Camp "C." When the trail reached the hills, the arrows pointed east into the foothills at 18 mph. Going over some mild rollers, riders found the second tiebreaker of the first loop before proceeding into the unknown finish. With speed averages excellently matched to the difficulty of the terrain, the first loop proved to be very enjoyable to the two loopers without trying to be too hard on the minis and women.

Robert Wranowsky lost only two seconds over the whole loop to come in first one looper and first 80cc "B." Bar Bender Kathy Herndon thumped her TT250 to top gal honors by just doubling Robert's score at four seconds gone. Third one looper was Tony Larson in the 100cc under 16 class with five seconds.

With a half hour break behind them the two loop riders rode just north of camp to the second loop start. The course led north through some seldom used trails to the other side of the range, down a short but challenging downhill and up to the base of a humongous hill climb. Keeping their eyes on the trail instead of the numerous arrows, several riders valiantly tried to climb the hill and got a spectacular view of the enduro riding around them.

The riders who stayed on course rode over a few ridges to the first tie-breaker check of the second loop. Located one ridge farther than anticipated, quite a few riders lost more than a handful of seconds at that checkpoint. A couple of miles further and entrants were treated to the first of two mileage resets. New to CRC, resets allow the timekeeper to advance his odometer without having to actually ride the designated distance. This allows many late riders to get back on time and gives others a short time-out.

A few miles later came the second "special test" section. With a 30 mph speed and a check in, everyone had to hop to maintain the average. The trail was not too difficult but the numerous turns and rolling hills attributed to riders losing some time there. A tie-breaker check out was followed by the second reset, letting riders come in early to the known finish line.

It was close to the end of the 30 mph section that 1980 number two Senior Tom Merritt (Select Audio) had a brief but painful encounter. Cresting a rise Tom spotted what appeared to be a checkpoint. Although the people turned out to be spectators, their dog jumped out and proceeded to sink its teeth into Tom's calf when he stopped to have his card "scored." The only thing that scored was the dog.

Jeff Brake (C-A 400) put it to the Vets for the second month in a row, dropping just one point and 64 seconds. Hairy Beast, alias Harry Keast, was seen roosting between the puckers on his way to his usual top Senior awards on a spanking-new Wheelsmith Maico 490 Enduro. Harry dropped a respectable 1.40.

Mark Cook showed all other 250s the fast way around the Tenderfoot course, losing just 29 seconds. Consistently the fastest under-16-year-old on two wheels is Rob Mesecher, posting a scant 2.105 point loss on his 250 Husky. Top "B" rider turned out to be Open B Vet fast guy Robert Fortier. Cherry picker of the month award goes to Ken McCormick, the only "non A" rider to zero the course at 26 seconds. He looks like a good "B" rider candidate.

Several families scored class wins with Bill and Kathy Herndon coming out on top of their classes. Steve and Mike Harman cut loose their Yamahas to once again find themselves in the running for father/son awards, right behind the ever present team of Kurt Butler and his father Ed. PE250-mounted Ed, UEA president the last couple of years, took the 250cc B Senior class by losing only two minutes.

In spite of all the problems that can occur with a new set-up crew, Langley definitely did an outstanding job putting on the event. From his suggestions, CRC had announced some major changes. A new "AA" class is being formed in June to let other "A" riders have a chance at some brass and determine who is really fast. This class is a must for all D-37 "A" riders. Also, at all future events, checkpoint personnel will receive first place points for working one event, including bonus point events. Complete info and restrictions about the changes can be found by calling Kathy at CRC at 714/689-6114. The next race is the Sidewinder at Barstow June 7. See you there! •

Results

CLASS WINNERS:
TWO LOOPS:
OPEN A: Brett Tilly; OPEN A VET: Jeff Brake; OPEN A SR: Harry Keast; 250 A: Mark Cook; 250 A VET: Dan Kline; 250 A SR: Joe LaPorte; 200 A: Kurt Butler; 200 A VET: Bill Herndon; 200 A SR: Ron Stith; 125 A UNDER 16: Ken Trippet; OPEN B: Scott Welcher; OPEN B VET: Robert Fortier; OPEN B SR: Steve Harman; 250 B: Leo Vandermulan; 250 B VET: Gary Bates; 250 B SR: Ed Butler; 200 B: Mike Johnston; 200 B VET: Mike Fricke; 200 B SR: Archie Morris; 200 B UNDER 16: Scott Sampson; 125 B VET: Joe Treweek; 100 B UNDER 16: Steve Jensen; OPEN C: Ken McCormick; OPEN C VET: Joe Dion; OPEN C SR: Nick Lazans; 250 C: Mike Harman; 250 C VET: Dave Johnson; 250 C SR: Tom Bristol; 200 C: Mike Barber; 200 C VET: Tom Mitchell; 200 C SR: Dean Emery; 125 C: Robert Leach.
ONE LOOP:
250 WOMEN A: Kathy Herndon; 250 WOMEN B: Alixia Ross; 250 C UNDER 16: Billy Blohm; 200 WOMEN A: Beatrice Huff; 200 WOMEN B: Jeanette Kieft; 200 C UNDER 16: Randy Ring; 125 WOMEN B: Shauna Hopkins; 125 C UNDER 16: Roger Hendrickson; 100 C UNDER 16: Tony Larson; 80 A: Larry Steffan; 80 B: Robert Wranowsky; 80 C: Donnie Simone.

TEN YEARS AGO

More than 20,000 spectators showed up for a $15,000 purse non-National AMA half mile at Roosevelt Raceway in Long Island, NY. Canadian **Dave Sehl** led a 1-2-3 Harley-Davidson sweep of the main event, with **Larry Darr** and Rookie Expert **Rex Beauchamp** following. **Gary Scott** arrived too late to make the Junior field, where a Triumph-mounted New Yorker named **Jimmy Weinert** won. Illinois Bultaco rider **Steve Hannagen** won the Novice feature.

Nevada's **Max Switzer** came from 14th at the second check to first at the checkered flag at the annual Cherry Creek hare 'n' hound. **Dennis Packard** and **Preston Gerber** finished 2-3.

Team Suzuki road racers **Ron Grant** and **Art Baumann** entered the 500cc GP class at an AFM road race at Vacaville, CA. Though Grant was limping and had to walk with the aid of a cane, he passed Baumann on the last lap to take the win.

In continuing duel for 125cc Expert supremacy at Lockhart, TX, **Jack Hicks** and **Steve Stackable** swapped wins in the first two motos. Hicks won the final moto to take the overall. **Wayne Booth** was the 250cc Expert winner, and **Robi Holbert** topped the Open Experts.

Defending AMA Grand National Champ **Gene Romero, Dick Mann, Mert Lawwill** and **Jim Rice** were named to represent the top 20 National riders in the AMA Competition Congress. Regional representatives were **Royal Sherbet** (Eastern), **Neil Keen** (Central) and **Jody Nicholas** (Western).

Russ Darnell showed up at the Oak Creek motocross track near Mojave, CA, on a crisp new 400 Suzuki and had little trouble winning the Open Senior class.

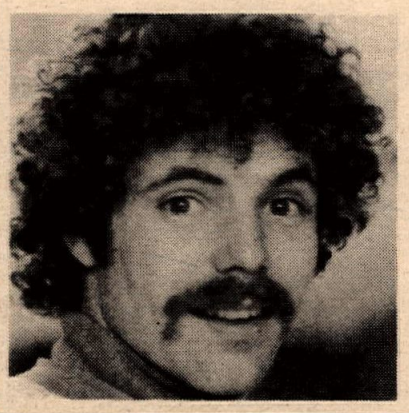
CMC held a motocross in Zion National Park in Utah, with Husky-mounted **Bill Clements** coming away the big winner. In the 250cc Expert class, Clements downed **Bryar Holcomb** and **Rex Staten,** and in the 500cc Experts it was Holcomb and **Bob Hershey** placing 2-3. In the 125cc Expert class, **Jimmy Beauchamp, Murray Hoffman** and **Eric Crippa** took the top three positions for DKW.

Jim Rice had placed second in the AMA Grand National Championship the year before, while **Kenny Roberts** was still only Junior-ranked. That didn't stop Roberts from winning his second straight main event in a Sacramento short track series, with Rice second over **Jim Odom.**

Tom Clark announced his resignation from the post of Professional Racing Director of the AMA. Clark left to take up the position of vice president of sales at Rokon, Inc.

Brad Lackey wrote of his experience riding three European 250cc MXGPs. Despite language problems and learning a whole new routine, Brad turned in 13th, 17th and 11th place finishes in Poland, West Germany and Yugoslavia, respectively. •

JACK PENTON



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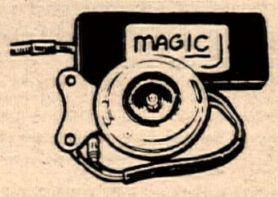

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Falter keeps streak alive with CMMC Barona Oaks win

By Rod Eschenburg

SAN DIEGO, CA, MAY 17

Yamaha-mounted Cory Falter went four for four at Barona Oaks Raceway in the Stock and Modified Junior minicycle classes to run his victory string to an astounding 10 straight at three different tracks (Barona, Carlsbad and Speedway 117).

Falter was faultless as he downed Michael Craig (Yam) and Terry McClure (Yam) in the Stocks, and Darin Rogers (Yam) and Martin Herring (Hon) in the Modifieds. Neither win was in doubt from the drop of the gate on. Falter's efforts gained him a transfer to the 12-16 Intermediate class for the next race at Barona, but we think he can handle it!

In the motorcycle divisions, the big show was once again the Intermediates where Honda-mounted Randy Rush took both the Modifieds and Stocks. In the Modifieds, it was an easy two for two go over Ron Yonekura (Suz) who had a come from behind second over Evans. The Stocks were a different story, however, as Rush's win came from a wild 1-3 finish over Evans' 4-1 go. Third placer John Phillips appeared to have it wrapped up with a 2-2 go only to suddenly fade to fourth in the second moto as Evans went on for the win with Yonekura coming up second for fifth overall.

Results

MINICYCLE CLASSES

STOCK EX: 1. Mike West (Kaw).

MOD EX: 1. Mike West (Kaw); 2. Chris Swift (Yam).

105 MINI: 1. John Conney (Yam); 2. Charlie Sampson (Yam); 3. Chris Swift (Yam).

STOCK INT (12-16): 1. Jeff McCoy (Yam); 2. Eric Dickerhoff (Yam); 3. Charlie Sampson (Yam).

MOD INT (12-16): 1. Jeff McCoy (Yam); 2. John Conney (Yam); 3. Charlie Sampson (Yam).

STOCK INT (9-11): 1. John Conney (Yam); 2. John Flores (Suz); 3. Rick Flores (Suz).

STOCK NOV (12-16): 1. Cory Falter (Yam); 2. Miahcel Craig (Yam); 3. Terry McClure (Yam).

MOD NOV (12-16): 1. Cory Falter (Yam); 2. Darin Rogers (Yam); 3. Martin Herring (Hon).

STOCK NOV (9-11): 1. Anthony Gorin (Suz); 2. Paul Cortez (Yam); 3. Matt Meirbachtol (Suz).

BEG (12-16): 1. Jeff Bono (Yam); 2. Leroy Traul (Yam); 3. Scott Struthers (Kaw).

BEG (9-11): 1. Darin Mau (Yam); 2. Kevin Krueger; 3. Jason Frieze (Kaw).

MOTORCYCLE CLASSES

STOCK 125 EX: 1. Scott Swift (Yam); 2. Bill Koenig (Yam); 3. David Hopwood (Hon).

MOD 125 EX: 1. David Hopwood (Hon); 2. Bill Koenig (Yam).

STOCK 125 INT: 1. Randy Rush (Hon); 2. Billy Evans (Hon); 3. John Phillips (Suz).

MOD 125 INT: 1. Randy Rush (Hon); 2. Ron Yonekura (Suz); 3. Billy Evans (Hon).

STOCK 125 NOV: 1. Mark Scott (Yam); 2. John Yonekura (Suz); 3. Kevin Kotas (Suz).

MOD 125 NOV: 1. Greg Gorsica (Yam); 2. Mark Scott (Yam); 3. John Yonekura (Suz).

JUNIOR CYCLE CLASSES

STOCK (9-11): 1. John Conney (Yam); 2. Danny Hembree (Yam); 3. Jamie Conney (Yam).

MOD (9-11): 1. Danny Hembree (Yam); 2. Jamie Conney (Yam); 3. Ronnie Thomas (Yam).

STOCK (0-8): 1. Robbie Avila (Suz); 2. Dennis Dahlin (Yam); 3. Mike Browne (Suz).

MOD (0-8): 1. Robbie Avila (Suz); 2. Dennis Dahlin (Yam); 3. SEan Thornton (Suz).

STOCK PEE WEE: 1. Justin Rich (Suz); 2. Dennis Dahlin (Ita); 3. Sean Thornton (Suz).

MOD PEE WEE: 1. Dennis Dahlin (Ita); 2. Sean Thornton (Suz); 3. Justin Rich (Suz).

Witte wild at PRRO RR

By Kris Aaron-Benedum

PHOENIX, AZ, MAY 10

The Phoenix Road Racing Organization held its last race of the spring season on Mother's Day, with desert temperatures in the high 90s and track temps at a sizzling 140°. It gets mighty warm over that blacktop, and racers sweated off more than a few excess pounds inside their leathers.

PRRO has made tremendous progress since its inaugural race last September. In only nine months the entire racing organization has gone from the beginner "what the hell are we doing" stage to being a very smoothly run, well-organized group of administrators, workers and riders.

Lap times have dropped, wrinkles have been ironed out of the scoring and administrative end, and the ambulance crew is spending most of their time with their feet up.

The unsung heroes of any race track are those people in the scoring tower and out on the turns holding flags. They are driving out in trucks to rescue downed riders and inspecting bikes for safety-wired drain plugs before the race. They stand out on that 140° asphalt and take their lives in their hands trying to grid impatient racers. They get out of a warm bed at 4 a.m. to run the sign-in tables.

To these unsung, unthanked heros...wives, girlfriends, buddies, parents and quite often racers who are willing to forfeit a weekend on the track so others can ride...we owe you a loud round of applause, our heartfelt thanks and a lot of love: Mike McChargue, Race Director; Mike Mahoney, Chief Steward; Rob Strauber, Scoring Crew Chief; Bruce Avery and Marc Meloen, Tech Inspectors; Alan Taylor, Crash Truck Chief; Bill Schwinghamer, Pre-Grid Crew Chief and Ken Clark, his assistant; and all the turn workers, registration workers and pre-grid people without whom the race would never be held.

Racing was hot in the 410cc Box Stock class, with Scott Paul Lee of Bazonka Racing Team taking home the gold after an eight-lap battle with his RD 400's balky front brake. Rick Witt held the lead in both heats for four laps, but dropped out with engine problems in the last heat and had to settle for third. Kent Witzens rode a hard race, dicing with Lee and Witt for an overall second.

The 410cc Super Street saw R.J. Witte on a hot 350 Yamaha neck-and-neck in the beginning with Scott McDonald (also of Bazonka Racing Team) on Lee's RD with the weak front brake. McDonald forgot about the brake and overcooked it into the track's only right hand turn on the fourth lap, resulting in a bit of frantic cross-crountry maneuvering. McDonald recovered and rode back on the track in dead last, passing the rest of the pack except for Witte at the finish line.

In the second heat, McDonald and Witte rode a close four laps until Witte pulled away and took the checkered flag with a third of a lap to spare.

The 550cc Box Stock and Super Street classes were won by Nordby-Benedum Racing Team which is Norm Benedum with a 450 Suzuki.

In Open Box Stock, Jerry Kline led the pack on his Suzuki 1000 followed by Mike Williams on another Suzuki 1000. Williams crashed at a PRRO race about six months ago when the brake lever on his Super Street bike came off in his hand during a decreasing radius turn. He's given up Super Street and is now racing Box Stock for economic reasons, if any motor racing can ever be called "economic." Williams rode a careful but agressive race, finishing second and followed by Tom Harrison on a 900 Ducati.

In Open Super Street, Greg Wing, a frequent winner, was again leading the pack when he seemed to lose power. Jerry Kline moved into first, pulling ahead at the finish line by the entire length of the front straight. Behind Kline was the ominous rumble of two large Italian twins, as Don Wujcik on a Ducati 900 and Frank Sortelli on a Guzzi 1000 thundered up for second and third respectively.

Sortelli, the only out-of-state rider appearing on a regular basis, drives to PRRO races from San Diego. A former Tucson resident, Sortelli is smooth, consistent, and says he makes the 850-mile round trip every month because he likes racing with PRRO. Sounds like a true compliment.

Road racing will return to Phoenix in September, coutesy PRRO and Phoenix International Raceway.

Results

410 BOX STK: 1. Scott Paul Lee (Yam); 2. Kent Witzens (Yam); 3. Rick Witt (Hon).

550 BOX STK: 1. Norm Benedum (Suz); 2. Bob Hoffman (Kaw); 3. Mick Frew (Yam).

750 BOX STK: 1. Dave Ketchum (Hon); 2. Rob Keith (Suz); 3. Ray Hymer (Suz).

OPEN BOX STK: 1. Jerry Kline (Suz); 2. Mike Williams (Suz); 3. Tom Harrison (Duc).

GRAN PRIX: 1. Willie Adams (Suz); 2. Brian O'Neill (TZ); 3. Frank Sortelli (Guz).

410 SUPER STREET: 1. R.J. Witte (Yam); 2. Scott McDonald (Yam); 3. Chuck Ryder (Yam).

550 SUPER STREET: 1. Norm Benedum (Suz); 2. Bob Hoffman (Kaw); 3. Frank Wesley, Jr. (Kaw).

750 SUPER STREET: 1. Ted Gabbert (Suz); 2. Tom Krause (Kaw); 3. Bill Bryor (Hon).

OPEN SUPER STREET: 1. Jerry Kline (Suz); 2. Don Wujcik (Duc); 3. Frank Sortelli (M-G).

Williams sweeps to victory at SSM MX

By Terry Whytal

ORANGE, CA, MAY 16

Wheelsmith Maico rider Dave Williams powered to the Open class win in this week's Pro race at Saturday Saddleback. Williams had few problems in putting away the competition despite strong charges by three tough riders: Scott Cavness, Greg Zitterkopf and Kevin Davis.

In moto one it was Zitterkopf piloting his Yamaha into the number two position behind Williams and keeping the pressure on the leader. Behind the battle for the front slot, Cavness was keeping his Suzuki in ahead of the Husky of Bill Keefe and Maico rider Davis.

At the checkers Williams wheeled across the line safely in the lead as Zitterkopf picked up second, Cavness third and Keefe fourth just one notch ahead of Davis.

Round two featured another Williams grandstand pleasing performance as the Wheelsmith machine, tuned by Dave's brother Rocky Williams, continued to lead all competition. Cavness picked up the pace a bit on his Anaheim Suzuki 465 Floater and pulled in for second at the flag. Davis charged up for third place while Zitterkopf followed across the line in fourth. Cavness went home with the second place money behind Williams, Zitterkopf pocketed third and Davis earned fourth place in line at the pay-off window.

Alan Olson picked up the win in the Veteran Expert race by keeping his Suzuki out front of the duel for second between Husky rider John White and KTM rider Rick Watson. White got the nod at the finish line in both motos and Pro-Cycle owner Watson had to settle for third.

James Banning cleaned house in the Vet Novice division in moto two after palcing second to Maico rider Paul Mahnke in the first moto. Mahnke dropped to fifth in the next round to earn the third place overall honors while Banning's Suzuki flew to the finish line with a huge lead over Yamahad rider Phil Noseworthy who grabbed second overall. *Cycle News* ad flake Terry Pratt kept his Yamaha in the hunt for most of the second race and took third at the flag and fourth for the day.

Results

OPEN PRO: 1. Dave Williams (Mai); 2. Scott Cavness (Zus); 3. Greg Zitterkopf (Yam).

250 PRO: 1. Jim Tarantino (Hon); 2. Clint Hardick (Suz); 3. Juan Benavidez (C-A).

125 PRO: 1. Craig Dale (Suz); 2. Mike Beier (Yam); 3. Steve Wiseman (Suz).

OUTLAW: 1. Terry Whytal (Suz); 2. Drew Porto (Mai); 3. Chris Cole (Yam).

OPEN INT: 1. Paul Basset (Yam); 2. Mike Hair (Yam); 3. Craig Robertson (Yam).

250 INT: 1. Ian Fitzgibbon (Suz); 2. Bill Boyer (Yam); 3. Bill Hair (Yam).

125 INT: 1. Randy Skinner (Suz); 2. Ty Maddux (Yam); 3. Warren Lowe (Suz).

125 BEG: 1. Michael Groves (Suz); 2. Eric Alloy (Yam); 3. Garry Grant (Yam).

VET EX: 1. Alan Olson (Suz); 2. John White (Hus); 3. Rick Watson (KTM).

VET NOV: 1. James Banning (Suz); 2. Phil Noseworthy (Yam); 3. Paul Manhke (Mai).

OPEN NOV: 1. Eric Andersen (Hus); 2. Todd Wiseman (Yam); 3. Ken Argasogf (Kaw).

125 NOV: 1. Brian Finmark (Hon); 2. Warren Wolfe (Yam); 3. Jim Cobham (Yam).

MINI BEG: 1. Robbie Coltez (Suz); 2. John Coelho (Kaw); 3. Frank Menges (Kaw).

Wayne Martin wins Hilltoppers GP

By Sue Senn

ROSARITA BEACH, B.C., MEX., MAY 17

Twenty-three-year-old, Wayne Martin, riding his 430cc Husky for Malcolm Smith, led the 124 mile Hilltoppers GP race from holeshot to finish.

Martin was threatened only once and that was in the first lap by the incredible Mike Baker and "Wild Bill" Holmes.

Being out front is unsually the hardest spot to ride from and Martin, who has won two overalls out of three rides at the Rosarita GP, found this to be true. He became lost on the first of five 24-mile laps.

The Hilltoppers worked very hard marking the course to insure riders would not get lost and would be aware of all danger spots. Unfortunately, a favorite collector's item for the local youngsters is course ribbon.

Martin spotted Holmes and re-entered the course still in the lead. Holmes' Husky developed carburetor problems and he started losing ground. Bobby Maxwell, breaking in his new SCORE 125cc Yamaha, passed Holmes and came upon Baker who was doing wheelies — as Maxwell said — for miles and miles. He thought Baker was clowning around then realized he had a front flat tire. Baker said later that he had to keep the wheel up because it was just too dangerous at those speeds to ride on a flat. Maxwell moved into a comfortable second while a ferocious battle was taking place for third. Donnie Morrison, sporting a Mickey Mouse T-shirt, and Kurt Pfeiffer were almost side by side for the entire race.

Baker began making up time but on the third lap a local resident pulled out of his driveway and onto the course, in Baker's path. Baker who rides for Dallas Baker, Orange County Cycle, Hallman, Bell and Total Packaging, reacted quickly. He pitched the bike sideways and landed on the hood of the pick-up. The resident was irate, chasing Mike and yelling in Spanish. Baker jumped on his bike, which now had bent bars and levers, and continued his race.

Craig Adams was running fourth in the first lap before he developed a flat then destroyed the hub. Rocks were the major problem in this race, both for tires and riders.

The Seniors were having a good battle for the first lap, with Bob Maynard having the edge. Then Lynn McGraw suffered a blown transmission, Vern Heth also had mechanical probblems and Gary Little went out with injuries. This left Maynard all alone, finishing 11th overall.

The Minis had Keith Senn out front with a tremendous lead when he developed a flat. Shannon Shamblin pulled intot he pits just as Senn finished changing his own tire. The pair each pitted with East/West and left the pits together where Senn again took the lead. When he came upon a badly injured rider, Senn stopped. Shamblin, seeing his friend off the bike, stopped to see if he was OK. Senn told him to go for help. The Hilltoppers thank Keith Senn for giving up his race to stay with a rider who ahd broken both arms. Shamblin reported the injury then went on to win the Minis.

Steve Blakely had an exceptionally good ride in spite of a flat and a six minute delay in his pits. Steve still took second 250cc.

Kurt Pfeiffer and Donnie Morrison battled right down to the wire where Pfeiffer won physically but due to Morrison starting 10 seconds behind Pfeiffer, officials declared Morrison third overall, second 125cc. Pfeiffer took third 125cc and fourth overall.

Top Amateurs, finishing 17th and 18th overall, were Greg Fountain (250cc) and Oren Beck, Jr. (125cc).

The Mexican officials, Mayor, Chief of Police and Fire Dept. Chief, had a small celebration immediately after the race and presented trophies to the top six overall winners and to the first Mexican sportsman, Alex Melero (Open Hus). This was a fun, goodwill gesture and was totally separate from the Hilltoppers class trophies which will be presented after official results have been tallied.

Last but not least, Tony Tellier, alias Zoot Capri of the Sun M.C. from Phoenix, AZ, risked disqualification by pre-running the course. Tellier, a marathon runner, ran the course on foot in 3½ hours.

A special salute to the Hilltopper ladies who worked very hard, running sign up, taking numbers, scoring and doing all the tedious tasks that made this event a tremendous success.

Unofficial results

OPEN EX: 1. Wayne Martin; 2. Bill Holmes; 3. Randy Hollenbeck.
250 EX: 1. Mike Baker; 2. Steve Blakely; 3. Paul Sedler.
125 EX: 1. Bobby Maxwell; 2. Donnie Morrison; 3. Kurt Pfeiffer.
80 EX: 1. Shannon Shamblin.
OPEN AM: 1. Marc Crider; 2. Barton Harris; 3. Lynn Nash.
250 AM: 1. Greg Fountain; 2. Jack Fuller; 3. Dan Miller.
200 AM: 1. Oren Beck, Jr.; 2. Rob Hall; 3. Bob Farr.
OPEN NOV: 1. R.W. Stouffer; 2. Larry Woodruff; 3. Andre Butcher.
OPEN VETS: 1. Bill Reams; 2. Robert Larson.
SR OPEN EX: 1. Bob Maynard; 2. Jack Neetly; 3. Roger Adsit.
SR OPEN AM: 1. Chick Dimond; 2. Gary Gressett; 3. Mike McCurry.
SR 250 EX: 1. Steve Bigler; 2. Joe Glass.
SR 200 AM: 1. Ken Kendrick; 2. Bob Hallahan.

Root, Zahrt, Schmitz smoke at AME night MX

By Laura Richard

VALENCIA, CA, MAY 15

As the sun dropped behind the hills, it was time for American Motocross Enterprises' Friday night of motocross. This was the AME's second Friday night event of the season and the turnout was even bigger than the first with a good showing of spectators as well as riders.

One of the best races of the night was the 250cc Pros. In the first moto it was Dick Allen/Kal-Gard-sponsored Bob Kline (Yam) first into the first turn followed by O'Neal Suzuki rider Ken Zahrt and Yamaha rider Russ Wageman. Kline held the lead until the white flag lap when he had a problem, allowing Zahrt and Wageman to pass him, as he had to settle for third place. Round two again saw Kline taking the lead over Zahrt and Kolbe Honda rider John Biffle. Kline was able to hold off Zahrt to take the second moto win, but the overall win was Zahrt's with his 1-2 finish. Kline took second overall and third went to Brian Chereshkoff (Yam) with a 6-4 finish.

In the Open Pro race it was Foothill Yamaha's Joe Root blasting into the lead with Too Hip Yamaha rider Mark Gambetta in second and third being filled by Malcolm Smith Husky rider Tom Kelly. Gambetta pressured Root, then took over for the first moto win.

Round two again saw Root taking the lead followed by Gambetta and Husky rider Greg Torgerson (Hus). This time there was no stopping Root as he held off the competition to take the win and the night's overall with second going to Gambetta and third overall to International Yamaha rider Scott Morgan with a 4-4 finish.

As the gate dropped for the 125cc Pros it was Robert Laughlin (Suz) taking the lead ahead of Simi Cycle Suzuki-mounted Jim Simons and International Yamaha-sponsored Steve Schmitz. Laughlin wound up taking the first moto win with Simons second and Schmitz third.

Round two saw Schmitz off in the lead followed by Crossroads Suzuki rider James Sendelbach and Bob Byrne (Hon). Schmitz took the second moto win and the overall with Laughlin (1-4) taking second and third going to Sendelbach with a 4-2 finish.

In our Junior Cycle class it was Dick Allen Yamaha rider Danny Lamb taking back to back wins with Kayle Johnson in second and third going to Steven Kotajarvi.

The 83cc Mini Junior class saw Suzuki rider Tony Tena also taking back to back wins with second going to Yamaha rider Darryl Chereshkoff and third being filled by Suzuki rider Chris Cole. Yamaha support rider Bob Simons took the Mini Expert race.

Results

125 PRO: 1. Steve Schmitz (Yam); 2. Robert Laughlin (Suz); 3. James Sendelbach (Suz).
250 PRO: 1. Ken Zahrt (Suz); 2. Bob Kline (Yam); 3. Brian Chereshkoff (Yam).
500 PRO: 1. Joe Root (Yam); 2. Mark Gambetta (Yam); 3. Scott Morgan (Yam).
125 INT DIV I: 1. Jack Greenberg (Suz); 2. Mike Wolfe (Yam); 3. John Alexander (Yam).
125 INT DIV II: 1. Shawn Lane (Yam); 2. Zoli Meszaros (Suz); 3. Darin Hargis (KTM).
250 INT: 1. Kenny Parry (Yam); 2. Rob Petrin (Suz); 3. Frank Costadro (Yam).
500 INT: 1. Fred Hudgens (Suz); 2. Andy Richard (Yam); 3. Eric Dattola (Kaw).
125 JR DIV I: 1. David Mitsuvchi (Suz); 2. Steve Parry (Yam); 3. Jerry Tena (Suz).
125 JR DIV II: 1. Bill Spar (Yam); 2. Pete Chacon (Hon); 3. Peter Csulak (Suz).
125 JR DIV III: 1. Jim Stufflebeam (Suz); 2. Danny Casson (Yam); 3. Greg Bloome (Yam).
250 JR DIV I: 1. Randy Pretzer (Yam); 2. Jim Volantis (Hon); 3. Rob Webb (Hon).
250 JR DIV II: 1. Stagg Summers (Yam); 2. Dave Rose (Yam); 3. Lee Johnson (Yam).
500 JR: 1. Mark Herold (Mai); 2. Mike Watson (Yam); 3. Bill Koleman (Suz).
VET EX: 1. David Rogers (Hus); 2. Bob Dunham (Yam).
SPECIAL XR-MINI AGE OPEN: 1. Ken Zahrt (Hon); 2. Merle Hammer (Hon); 3. Art Dart (Hon).
ODYSSEY DIV II & III: 1. William Eveland (Hon); 2. Jim Burchard (Hon); 3. Thomas Rini (Hon).
125 BEG DIV I: 1. Dan Benton (Yam); 2. Ron Verbeek (Yam); 3. Danny Bauch (Yam).
125 BEG DIV II: 1. Greg Benton (Suz); 2. Ken Allen (Yam); 3. Jim McEwen (Yam).
250 BEG: 1. Arvon Lunsford (Hon); 2. Pete DeGrandis (Hon); 3. Kelly Pugmire (Hon).
100 INT: 1. Rick Houghtaling (Suz).
100 JR: 1. Mike Hughes (Suz); 2. Greg Gest (Suz); 3. Jim Spotts (Suz).
83 MINI EX: 1. Bob Simons (Yam).
83 MINI INT: 1. William Surratt (Kaw); 2. Tony Alessi (Kaw).

Two riders style over an Arroyo Cycle Park jump.

83 JR: 1. Tony Tena (Suz); 2. Darryl Chereshkoff (Yam); 3. Chris Cole (Suz).
61 JR CYCLE INT: 1. Danny Lamb (Yam); 2. Kayle Johnson (Yam); 3. Steven Kotajarvi (Yam).

Manning, Jefferson star at Arroyo IRA MX

By Terry Rezek

SAN BERNARDINO, CA, MAY 17

There were two big money winners at Arroyo Cycle Park: Scott Manning, with wins in both the 250 and 125cc Pro classes; and Andy Jefferson, with a win in the Open and a second in the 250s. The real story was in the come-from-behind moves and the smooth, heads-up riding style of Jefferson.

Things got to moving early as the first race of the day was moto one of the Open Pros. Don Griewe jumped his Wheelsmith Maico to an early lead but Jefferson, an unsponsored rider from Victorville, was already hanging on to Griewe's exhaust pipe. From lap one, it was a belly to bottom battle with these two staying only seconds apart, each waiting for the other to tire or break. Neither did and they finished exactly as they had been riding. Troy Manning started out in third, trying to catch the two front runners. By lap three he was joined and passed by Dave Gerig. Gerig hung onto the spot until the start of the last lap, when Scott Johnson leaped past him right at the white flag. Gerig recovered quickly and repassed Johnson to finish third.

The start of moto two set the stage for some high drama. Jefferson knew he needed a first to take the overall and Griewe usually got good starts. When that proved once again true and Jefferson had a poor start, hitting the first turn somewhere around eighth or 10th, it looked like Griewe had the gold in the bag and was about to leave the cave. Bob Elliott was ahead of Griewe and holding him off at the end of the first lap; Jefferson came around in sixth, behind Troy Manning. As they approached the turn at the bottom of the starting hill, Jefferson set Manning up by feigning an outside pass and, as Manning moved to the outside to block him, Jefferson squared off the berm, dove to the inside and passed Manning going up the hill.

The move worked so well, Jefferson decided to use it again. He set out after the number four slot, now occupied by Dave Williams. Ahead of them, Elliott was still in first but Scott Johnson had slipped past Griewe to hold second. Williams had not seen Jefferson's move, and now he fell victim to the same maneuver. As Jefferson passed Williams on the start hill, a few seconds ahead Johnson was going down and out, and left Jefferson in pursuit of Elliott and Griewe. In lap five, Elliott's bike suffered a terminal stroke and suddenly it was Griewe and Jefferson, nose to knobby. Jefferson kept increasing the pressure and could sense the victory just inches away. It would only take the smallest error and — on lap eight, it happened! Griewe hit the corner just past the scoring booth a little too hot and low-sided. He was up immediately but it was too late. Jefferson shot by and gave the big Suzuki its head. As he pulled away, Griewe tried frantically to catch up but the traffic they were now encountering slowed him enough that he could not close the gap. Jefferson took the moto and the overall with a brilliant ride.

Manning and Jefferson were back to have a go at the 250cc Pro class and were joined by Manning's brother, Scott. Troy M. won the drag race and led the first two laps with Jefferson sandwiched between him and Scott M. In lap three, both Jefferson and Scott M. jumped past Troy M. to take and hold first and second.

Scott Manning got the holeshot and set to work putting as much space between him and Jefferson as he could generate in 20 minutes. Meanwhile, Jefferson had gotten a miserable start again. He tried to repeat his spectacular charge of the Open race and almost made it, going from 10th to third by lap three and then getting by Craig Gormley on lap six to grab second. Since this wasn't horseshoes, almost wasn't good enough and Manning wisely put a pack of lapped riders behind him to slow his challenger and secure the win. So the tables had been turned and Manning took the overall.

Moto one of the 125cc Pros had the crowd up and yelling. Johnny O'Mara exploded from the gate and put his very special Honda into the lead at the first turn. Two-thirds of a lap later, Rodney Brand (who seems to ride with more air than ground under him) passed O'Mara in a spectacular mid-air maneuver going over the Bandini Mountain jump. Brand really digs on flying but, on lap three, was momentarily grounded and O'Mara regained

Western hotline

Don Griewe and Brent Blount (right) won an unusual team race at Corona.

the lead with Scott Manning slipping his Dale's Modern Cycles Yamaha into second. Brand leaped up and about the track but couldn't reach the fast Johnny O'. O'Mara didn't come around on lap seven, but Manning did, dogged by Craig Dale who had gotten between Manning and Brand. These three chased each other in that position right to the finish.

Brand really liked all the jumping opportunities that this track offered and leaped right into the lead at the beginning of moto two. He went from wire to wire with almost no trouble. Scott Manning had to overcome a really dismal start and did so, working his way from the middle of the dense pack to second by the sixth lap. On the last lap, with Manning only 10 seconds behind him, Brand slid out on the final turn leading into the start straightaway. He managed to keep his bike running, however, and recovered just as Manning came up to him. He maintained the lead but with only inches to spare. Manning's second was good enough for the overall and first place cash.

This was the second in a series of three races by Inland Racing Association. The next and final event on May 31 promises to be a real battle between Don Griewe and Andy Jefferson, who are very close on points.

Results

OPEN PRO: 1. Andrew Jefferson (Suz); 2. Don Griewe (Mai); 3. Scott Johnson (Mai).
80 STK INT: 1. William Surratt (Kaw); 2. Mike Young, Jr. (Yam); 3. Jason Prater (Yam).
80 STK NOV: 1. Keith Moribito (Yam); 2. Gilbert Valdez (Yam); 3. John Green (Kaw).
80 STK BEG: 1. Alex Lopez (Yam); 2. Patrick Beckley (Suz); 3. Joe Schweibold (Kaw).
60 NOV: 1. Joseph Lane (Yam).
VET PRO: 1. Jim O'Neal (Mai); 2. J. Bradbury (Kaw); 3. George Spellman (Suz).
VET INT: 1. Alan Rohrabacher (KTM); 2. Frank Qurk (Suz); 3. Chuck Woody (Suz).
VET NOV: 1. Ray Simmons (Hon); 2. Ned Joy (Mai); 3. Gary Richter (Mai).
250 PRO: 1. Scott Manning (Yam); 2. Andrew Jefferson (Suz); 3. David Gerig (Hus).
80 MOD INT: 1. William Supra II (Kaw); 2. Jason Prater (Yam); 3. Mike Young, Jr. (Yam).
80 MOD NOV: 1. Robbie Cootez (Suz); 2. Wade Bone (Yam); 3. Gilbert Valdez (Yam).
80 MOD BEG: 1. Terry Woody (Suz); 2. Patrick Beckley (Suz).
500 INT: 1. Dean Wilkinson (Yam); 2. Ken Ehlers (Yam); 3. Gary Scheidler.
500 NOV: 1. Mike Tucker (Yam); 2. Rich Squire (Mai); 3. Paul Shamblin (Yam).
500 BEG: 1. Robert Pusley (Yam); 2. Jim Vermillion; 3. Jeff Russell (Mai).
125 PRO: 1. Scott Manning (Yam); 2. Rodney Brand (Suz); 3. Craig Dale (Suz).
125 INT: 1. Chris Lance (Yam); 2. Brad Binns (Yam); 3. Ray Maddox (Yam).
125 BEG: 1. Mike Paluzzi (Hon); 2. Mike Chandler (Yam); 3. Mike Peters (Suz).
250 INT: 1. Bill Harry (Yam); 2. Jeff Clark; 3. Nev LaBorde (Yam).
250 NOV: 1. Tony Spear (Suz); 2. Rick Vanderman (Yam); 3. Kenny Guyett.
250 BEG: 1. Jim Vermillion (Yam); 2. John Gable (Suz); 3. Matthew McCourt (Yam).

Griewe, MacCracken battle at Corona MX

By Ron Lawson

CORONA, CA, MAY 15

Wheelsmith's Don Griewe and Malcolm Smith's Eric Mac Cracken have been squaring off for a duel at Corona Raceway for several weeks in a row. Every week, however, one or the other will suffer some kind of bad luck, preventing a one-on-one showdown.

In the first 250cc moto Griewe grabbed the holeshot while Mac Cracken was behind Advanced Cycle rider Fred Combs (Yam) in third. MacCracken pushed Combs until he found an opening on the second lap. But by then Griewe had already built a small lead and MacCracken had to spend much of the rest of the race slowly making up time.

In the next race MacCracken jumped into the lead with Griewe in a close second, but luck was against Griewe in this round and his Suzuki developed a bad miss on the second lap. By the halfway mark of the moto Griewe had dropped back to fourth behind MacCracken, Combs and Keith Williamson (Yam) when he pulled off for a quick trackside plug change. MacCracken won the moto convincingly with Combs and Williamson following and Griewe eventually finishing sixth for third overall.

In the Open class it was MacCracken's turn for the hard times. While Griewe was putting his Dennis Turner-tuned Maico in the lead, MacCracken tried to overcome crashes and a poorly running 465 to finish second. In both rounds, the results were the same.

The 125cc Pro race was a close one between Brent Blount (Suz), Warren Bell (Suz) and Varney Holbrook (Hon). Blount took the win in both rounds while Bell and Holbrook bounced around for second, Bell came out on top.

After the races it was time for a little of Ron Crandall's slightly sadistic fun. Fifty dollars was put up for the pair of riders that could go around the track fastest riding double. It was a four lap buddy race with rules that stated the driver and passenger must switch positions every lap. It was the team of Blount and Griewe who took the win, showing that even big-time, go-fast Pros will make themselves look silly if they get paid well enough.

Results

MINI BEG: 1. Bobby Guajardo (Suz); 2. Mike Meier (Kaw); 3. Mark Blood (Yam).
MINI BEG: 1. David Kirkpatrick (Yam); 2. Lee Beaver (Kaw); 3. Byron Panell (Yam).
MINI NOV: 1. Steve Skibel (Kaw); 2. Gary Dent (Yam); 3. Jim Berney (Yam).
125 BEG: 1. John Stroud (Suz); 2. John Malcolm (Yam); 3. Wade Pegram (Hon).
125 BEG: 1. Phil Poa (Kaw); 2. John Malcolm (Yam); 3. Wade Pegram (Hon).
125 BEG: 1. Phil Poa (Kaw); 2. Steve Mellinger (Yam); 3. Dave Roach (Suz).
125 NOV: 1. Bryan Curtis (Kaw); 2. John Piper (Suz); 3. Joel Johns (Yam).
125 INT: 1. Rick Atkins (Yam); 2. Mike Raines (Suz); 3. Gary Clark (Yam).
125 PRO: 1. Brent Blount (Suz); 2. Warren Bell (Suz); 3. Varney Holbrook (Hon).
250 BEG: 1. Joe McCoy (Yam); 2. Ken Mayes (Yam); 3. Mike Calahan (Hon).
250 NOV: 1. Mark Anderson (Yam); 2. Paul Ellis (Yam); 3. George Baker (Kaw).
250 INT: 1. Rick Vanderham (Yam); 2. Troy Mattews (Yam); 3. Paul Schreffler (Hon).
250 PRO: 1. Eric MacCracken (Yam); 2. Fred Combs (Yam); 3. Don Griewe (Suz).
OPEN BEG: 1. Garry Wells (Suz); 2. James Rhoades (Hus); 3. John Donaldson (Hon).
OPEN NOV: 1. Gary Trussell (Kaw); 2. Harvey Showalter (Suz); 3. Darrin Yenzer (Hon).
OPEN INT: 1. Gary Sherohman (Yam); 2. Dave Williams (Suz); 3. Mike Senter (Yam).
OPEN PRO: 1. Don Griewe (Mai); 2. Eric MacCracken (Yam).

Sportsman series continues at DeAnza

By Ron Lawson

SUNNYMEAD, CA, MAY 17

DeAnza's $8000 Malcolm Smith sportsman series was three weeks old last Sunday and some leaders are clearly establishing themselves. Jim Cogley is securing his lead in the 250cc class with another win in the 250cc Beginner race.

Mark Valentino (Kaw), who is also high in the standings, was the man to holeshot the first moto with Cogley and Steve Paris (Hon) hot on his heals. Paris leapfrogged both Cogley and Valentino on the second lap to take the lead. But Cogley started moving at the halfway mark, first moving into second and then starting to apply pressure to Paris. The race went right down to the wire with Cogley finally taking over on the very last lap.

In round two Paris crashed in the first turn while Willie Stone and Cogley broke into the lead. Stone had finished third in the first round so Cogley simply had to remain in second throughout the race to take the win, which is exactly what he did. Valentino was third which gave him third overall behind Cogley and Stone.

In the 125cc Novice class it was Mike Bell (that's right) who took the first moto holeshot on his Suzuki. James McGee (Yam) was second on the first lap, but soon lost it to Todd Lindsley (Suz). Lindsley then inherited the lead on the fifth lap when Bell slipped up and fell back to fifth place. In the meantime McGee was battling with Mike Cooper for the runner-up spot. The checkered flag saw Lindsley up front with Cooper second and McGee third.

Bell again grabbed the holeshot in round two, but this time McGee took it away on the third lap. McGee went on to take the win and the overall victory. Cooper came up to nail second again which gave him second overall on top of Lindsley and Bell.

Aurelio Siracusa (Kaw) has been doing well throughout the series in the 250cc Intermediate class. He won again this week, after a first-moto, first-lap crash gave him a lot of time to make up. He still took the moto, but in the second round, his brother Toni took the win. Aurelio's 1-2 ride topped Toni's 3-1 score.

Greg Zitterkopf ran away from the 250cc Pros with no trouble. Keith Williamson (Yam) was a distant second in both rounds. Eddie Michetti (Mai) won the Open Pro class after splitting wins with Arden Hadley (Mai). Michetti had been leading the first moto when he tangled with a lapper and went down.

Results

PEE WEE: 1. Mark Hoopingarner (Ita); 2. Sean Hunt (Yam); 3. Larry McBane (Yam).
PEE WEE: 1. Wesley Klein (Yam); 2. Scott Patnam (Yam).
PEE WEE: 1. Travis Hahn (Suz); 2. Fred Brown (Yam); 3. Adam Fitzgerald (Yam).
JR CYC: 1. Jason Collier (Yam); 2. Bobby David (Yam); 3. Mike Wiese (Yam).
MINI BEG: 1. Dale Bolen (Yam); 2. Dino Terracciano (Yam); 3. Kent Snyder (Yam).
MINI NOV: 1. Chris Dominguez (Yam); 2. Steve Anderson (Yam); 3. Eric Fraser (Yam).
125 BEG: 1. Kerry Sorensen (Yam); 2. Greg Broome (Yam); 3. John Bonacci (Yam).
125 NOV: 1. James McGee (Yam); 2. Mike Cooper (Suz); 3. Todd Lindsley (Suz).
125 INT: 1. Michael Quigley (Yam); 2. Kerry Sugihara (Suz); 3. Dave Halverson (Suz).
250 BEG: 1. Jim Cogley (Yam); 2. Willie Stone; 3. Mark Valentino (Kaw).
250 NOV: 1. Dennis Boulware (Suz); 2. Don Jandt (Yam); 3. Kevin Cox (Suz).
250 INT: 1. Aurilio Siracusa (Kaw); 2. Toni Siracusa (Hon); 3. Tim Walker.
250 PRO: 1. Greg Zitterkopf (Yam); 2. Keith Williamson (Yam); 3. David Fontes (Yam).
OPEN BEG: 1. Troy Palmer (Yam); 2. Brian Phelps (Mai); 3. Randy Olson (Yam).
OPEN INT: 1. John Hadley (Mai); 2. Gary Gonzales (Mai); 3. Ron Lawson (Hon).
OPEN PRO: 1. Eddie Michetti (Mai); 2. Bill Olsen (Mai).
VET SR: 1. Paul Wilde (Yam); 2. Ed Michetti (Mai); 3. Hoyt Statham (Hus).
VET INT: 1. David Jacobus (Yam); 2. Mick Klein (Yam); 3. Bob Barr (Mai).
VET JR: 1. Tom Sawyer (Yam); 2. James Richardson (KTM); 3. Larry Lowen (Suz).

Williams wins at R.A.C.E. OCIR MX

By Jimmy Olsen

IRVINE, CA, MAY 14

With this season of motocross racing at OCIR, David Williams has been dominating both the 250 and 500cc Pro classes, even though he is just getting back into racing. Tonight David outpowered the 500cc Pro class on his Maico with a fine 2-1 finish which gave him the first place cash.

However, it was a different story in the 250cc Pros as Juan Benavidez downed the class. Williams was forced to follow Benavidez's Can-Am and ended up with second place. Rich Collins took the winning honors, riding his Suzuki to two moto wins which gave him the overall win in front of Andy Kirker, Harley Hall and Danny Bartholomew.

Larry Gross out-motored everyone in the 250cc Novice class. In the first moto he beat them all to the first corner and had a good lead but Dave Emery was determined to catch him. Emery was going all the way out and got a little too vertical while flying off of the big jump. Both feet flew off of the pegs but he still managed to hang on. Gross and Emery left the pack. In the second moto the skies above were looking gloomy and a few drops of water came down. Gross did his winning number again in the final moto and was followed by Bert Fujisaki and Gary Renko at the finish line. On the official results it was Gross, Greg Eargle, Emery, Renko and Fujisaki.

Results

60 BEG: 1. Jason Collier (Yam); 2. Jeff Singleton (Suz); 3. Erik Campbell (Suz).
60 NOV: 1. John Howell (Yam); 2. Bobby Dlugos (Yam); 3. Matt Foster (Yam).

MINI BEG DIV 1: 1. Thayne Zito (Yam); 2. Anthony French (Yam); 3. Jon Moerke (Suz).
MINI BEG DIV 2: 1. Juan Barrer (Yam); 2. Kirk Liteenberg (Yam); 3. Dave Bone (Yam).
MINI BEG DIV 3: 1. Dirk Price (Yam); 2. Aaron Woody (Kaw); 3. Jim Nelson (Yam).
MINI NOV: 1. Pete Loncarevich (Yam); 2. Tim Linehan (Yam); 3. Mike Dodge (Hon).
MINI INT: 1. John Davis (Yam).
100 BEG: 1. Lonnie Livingstron (Suz); 2. Danny Garcia (Yam); 3. Richard Moerke (Suz).
125 BEG DIV 1: 1. Jay Spear (Suz); 2. Andy Barth (Yam); 3. Keith Coffman (Yam).
125 BEG DIV 2: 1. Greg Nash (Hon); 2. Don Kelley (Yam); 3. Eric Mora (Suz).
125 BEG DIV 3: 1. Ron Convery (Yam); 2. Brad Castle (Suz); 3. Rob Trone (Yam).
125 NOV DIV 1: 1. Darrell Wall (Suz); 2. Vic Lohr (Suz); 3. Don Fotiades (Yam).
125 NOV DIV 2: 1. Joel Jones (Yam); 2. Pete Loncarevich (Yam); 3. Tom Dalen (Yam).
125 INT: 1. Mitch Davis (Yam); 2. Chris Heinrich (Suz); 3. Steve West (Suz).
125 PRO: 1. Rich Collins (Suz); 2. Andy Kirker (Suz); 3. Harley Hall (Suz).
250 BEG DIV 1: 1. Mike Van Dyke (Yam); 2. Andrew Layton (Kaw); 3. Dave Weston (Hon).
250 BEG DIV 2: 1. Rick Levy (Yam); 2. Curtis Bingham (C-A); 3. Mike Callahan (Hon).
250 NOV: 1. Larry Gross (Yam); 2. Greg Eargle (Kaw); 3. Dave Emery (Mai).
250 INT: 1. Chris Cole (Yam); 2. Mark Allen (Yam); 3. Jeff Scott (Suz).
250 PRO: 1. Juan Benavidez (C-A); 2. David Williams (Mai); 3. Todd Simmons (Suz).
500 BEG: 1. Bill Srifert (Hus); 2. Jerry Booth (Hus); 3. Reid Ferguson (Suz).
500 NOV: 1. Gary Richter (Mai); 2. Jeffrey Poirier (Suz); 3. Mike Reichard (Yam).
500 INT: 1. Gary Sherghman (Yam); 2. Gary Gonzales (Mai); 3. John Anderson (Yam).
500 PRO: 1. David Williams (Mai); 2. Scott Cavness (Suz); 3. John Greenway (Yam).

ARRA holds first Gold Cup race at Riverside

By Lori Tyson

RIVERSIDE, CA, MAY 10

Riverside Raceway was nice and hot for the American Road Racing Association's first annual Gold Cup races. Beautiful gold cup trophies were awarded to the winners, along with contingency prizes provided by Tom Hayner's Racer's Supply, Barnett Tool and Engineering, and GSM Motorcycle Accessories.

The first race was the 450 and 600cc Box Stock classes. Kawasaki appears to own the 600cc class in ARRA since the introduction this year of the GPz550. To the dismay of some, Wayne Rainey arrived with his new GPz and went out and won the class his first time out on it. R. Langley and Paul Turek, also on Kawasakis, took second and third. But Yamaha still has a hold on the 450cc class, as Jeff Braught won another on his RD.

During the 750cc and Open Superstreet race, Team Honda's Mike Spencer took his new Formula One bike out for a test ride, checking it out for the Elkhart Lake AMA National coming up. He says this bike is pretty much the same set-up Freddie Spencer used at Daytona. Everything was working just fine and Mike showed everyone why he was chosen by Honda with a great riding display. Dave Emde on his Suzuki of Orange took the win in the 750cc class, with John Wells second. Third place rider R. Radel crashed his 750 into the guardrail in turn seven during practice but put the bike back together in time to race. In the Open class Lee Fleming, of Champion Motorcycles, and Rick Mitchell were going for the lead until Lee had some suspension problems and had to drop out. Mitchell took the win with Steve Dyer second.

In the 450-600cc Superstreet race there were spectacular contests in both classes. In the 450cc class Howard Monise and Kenny Stack fought back and forth for the lead all the way. On the last lap Howard got a little wobbly in turn six, and Kenny went around him. But he didn't lead for long, as

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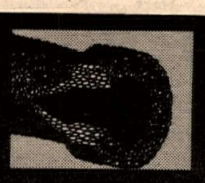

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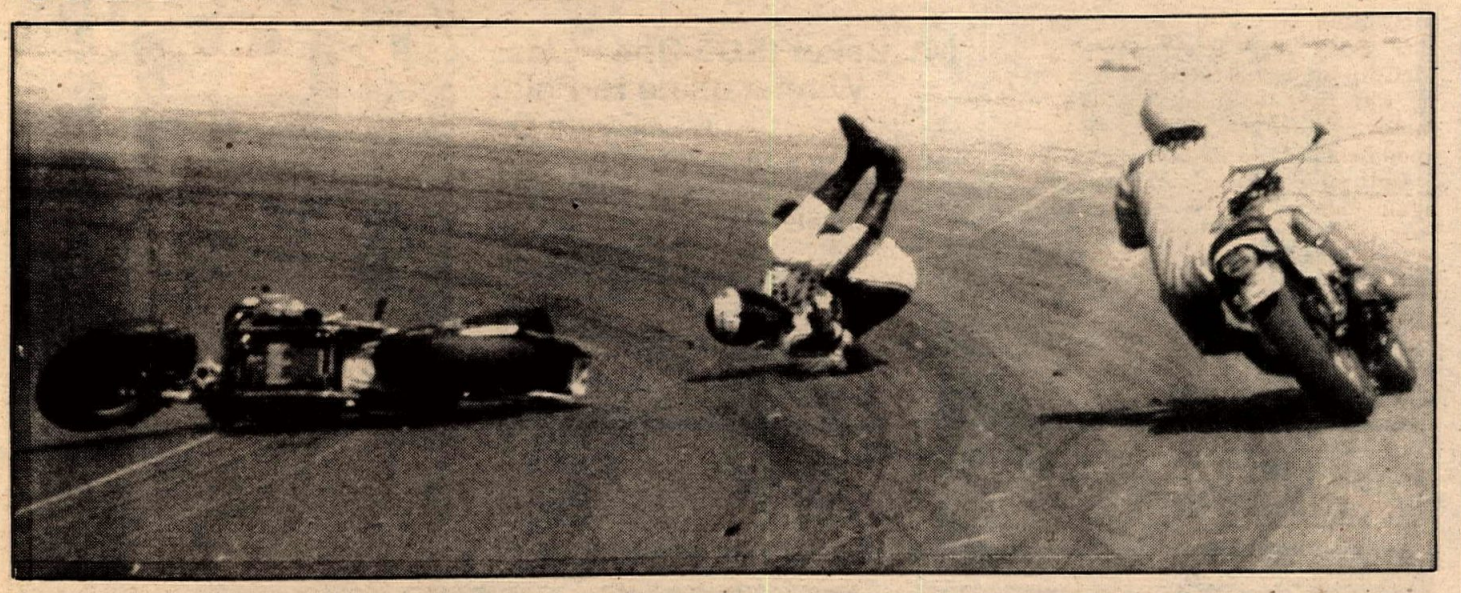
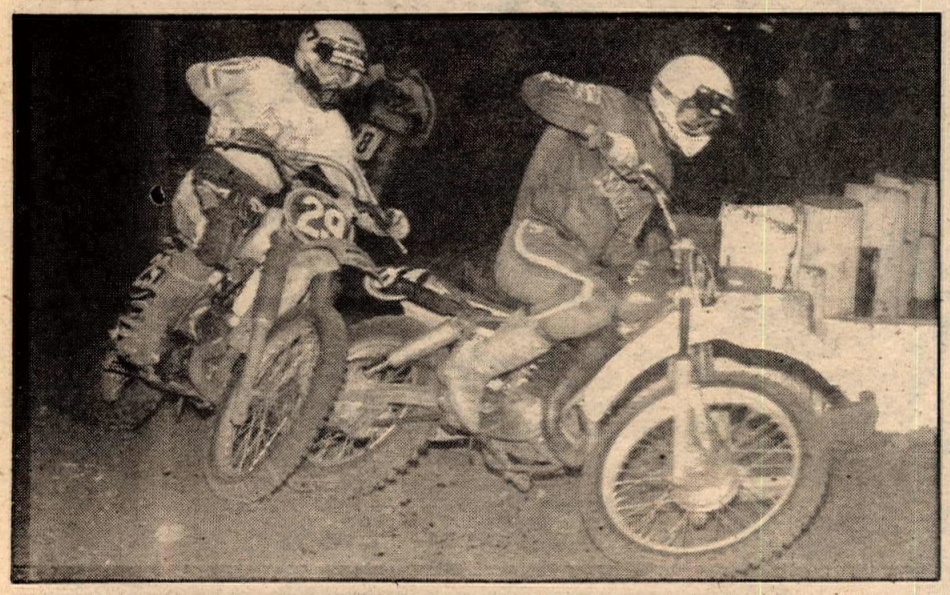




(Top) Syd DeSoto tumbles at Riverside with Rick Mitchell going wide to avoid him. DeSoto was unhurt. (Above) Tim Lunde (29) battles with Gary Jones in CMC Ascot 250cc Pro action.

Monise passed him again to take the flag. Dave Behrendt was third. In the 600cc class it was a hot fight between Jimmy LaBine on Brian Chono's Honda and George Gereaux on a Kawasaki. It was so close that no one could guess who would win, until the very last lap when LaBine passed Gereaux in turn nine. Whitney Blakeslee took third.

The 750cc and Open Box Stock race looked as if it were "The Champion Kawasaki Show" with the number of riders they had. The first lap in the Open class race showed Aaron Post and Champion's Whitney Blakeslee going at it for the lead with Chris Steward third. But by the third lap. Steward had taken over with Whitney second, leaving Post to battle with 750cc class winner Wayne Rainey. These two appear to have developed quite a rivalry and they have been fighting it out every race for the last few meets. Post took third in his class as Rainey won his again. Langley and Champion's Paul Turek had a pretty good duel going for second 750cc, with Langley crossing the line first.

A new track record of 1:44 was set in the 125cc GP race by Danny Coe on his trusty Can-Am as he took the win. Todd Brown, last meet's winner, took second this time, with Tom De Witt third.

On the first lap of the 600cc/900cc/Open Four-stroke GP race things got a little crazy as Syd DeSoto lost his rear brake arm in turn seven and did an immediate sideways U-turn. Rick Mitchell did a fine job of avoiding Syd as he tumbled across the track. Syd's OK; his main concern upon getting up was the condition of the turbo. Quite a bit of oil was spilled in the turn so it took a while to get things going again. Even after the clean up, it seemed to change most riders' line through seven as they played it safe and went around it. When the race resumed Thad Wolffe took an early lead, but mechanical problems forced him out. Sowden took the Open class win, with Mitchell second. In the 900cc class Larry Theobald took first, with a Ducati piloted by Kevin Bracken second. The 600cc class showed Jimmy LaBine taking his second first place trophy of the day.

The 250cc GP clash showed lots of talent as *Cycle* Magazine's Mark Homchick, Dave Emde, Gill Martin and Conrad Brooks flew out in front. It was soon a contest between Homchick and Emde with all the fans cheering as they swapped the lead. In the end it was Homchick taking the flag with Emde right behind. Brooks took third.

Results

50 GP: 1. S. Piva (Itj); 2. D. Hale (Itj); 3. S. Hale (Itj).
100 GP: 1. D. Behrman (Hon).
125 GP: 1. D. Coe (C-A); 2. T. Brown (Yam); 3. T. DeWitt (Hon).
200 GP: 1. D. Nelson (C-A); 2. C. Pace (C-A); 3. T. Nelson (Yam).
250 GP: 1. M. Homchick (Yam); 2. D. Emde (Yam); 3. C. Brooks (Yam).
500 GP: 1. D. Longson (Yam); 2. B. Elliott (Yam); 3. R. DeWitt (Yam).
OPEN GP: 1. M. Homchick (Yam); 2. E. Kocina (Kaw); 3. E. Paloheimo (Yam).
600 4-STROKE GP: 1. J. LaBine (Hon); 2. B. Gottschalk (Yam).
900 4-STROKE GP: 1. L. Theobald (Kaw); 2. K. Bracken (Duc); 3. M. Ofield (Nor).
OPEN 4-STROKE GP: 1. S. Sowden (Kaw); 2. R. Mitchell (Kaw); 3. S. Dyer (Kaw).
450 SUPER STREET: 1. H. Monise (Yam); 2. K. Stack (Yam); 3. D. Behrendt (Yam).
600 SUPER STREET: 1. J. LaBine (Hon); 2. G. Gereau (Kaw); 3. W. Blakeslee (Kaw).
750 SUPER STREET: 1. D. Emde (Suz); 2. J. Wells (Kaw); 3. R. Radel (Kaw).
OPEN SUPER STREET: 1. R. Mitchell (Kaw); 2. S. Dyer (Kaw); 3. D. Molitor (Suz).
250 PROD: 1. S. Stevens (Yam); 2. R. Trask (Yam); 3. R. Newman (Yam).
450 PROD: 1. R. Hlavka (Yam); 2. H. Monise (Yam); 3. T. Maggard (Yam).
600 PROD: 1. W. Blakeslee (Kaw); 2. R. Miller (Hon); 3. R. Langley (Kaw).
750 PROD: 1. D. Emde (Suz); 2. W. Rainey (Kaw); 3. M. Krolick (Kaw).
OPEN PROD: 1. C. Steward (Suz); 2. A. Post (Suz); 3. K. Schreffler (Suz).
450 BOX STK: 1. J. Braucht (Yam); 2. S. Schafer (Hon); 3. G. Lorman (Hon).
600 Box STK: 1. W. Rainey (Kaw); 2. R. Langley (Kaw); 3. P. Turek (Kaw).
750 Box STK: 1. W. Rainey (Kaw); 2. M. Krolick (Kaw); 3. C. Mencher (Kaw).
OPEN BOX STK: 1. C. Steward (Suz); 2. W. Blakeslee (Kaw); 3. A. Post (Suz).
FORMULA 4: 1. D. Lowell (Yam); 2. D. Nelson (C-A); 3. T. Nelson (Yam).
SIDECARS: 1. Van Orsdale/Thomas (Hon); 2. Taylor/LaPierre (Fed/Kaw).

Beier buzzes at CMC Ascot MX

By Tom Corley

GARDENA, CA, MAY 14

The racing at Ascot Park is more exciting than ever. Each week it seems like a different top local Pro comes to visit and walks off with the first place money. It happened again as La Habra Yamaha-sponsored Mike Beier took the honors in the 125cc Pro contest.

Beier moved down to SoCal just last year and this was one of his first times at this nighttime track. In the first moto Beier had to work his way by Glenn Page who ended up in second ahead of T&O Yamaha's Tim Shelton. There was quite a crash at the first corner when the riders took off in the second moto. Shelton was one of the riders who went down and they restarted the race. Beier got the start that he needed and was in first place ahead of Tim Lunde and Dave Hamada. Last week's winner Steve Schmitz looked good again but didn't get the starts that he needed. On the payoff list it was Beier, Page, Lunde, Schmitz and John'Chwastyk.

One of the best battles ever was seen in the 250cc Pro race. Gary Jones returned to Ascot and was ready to shoot it out with T&O Yamaha racer Tim Lunde. In the first race it was a close battle but Lunde took the lead position as he stuffed Jones into a corner at the back part of the track. Paul Sedler was riding a Ammex just like Jones was and he took third in front of Norman Nilsson.

In the last race Nilsson won it ahead of Sedler and Pete Murray. Jones and Lunde were going after each other, just because they were playing rough, they either fell or went off the track completely. Jones managed fourth ahead of David Nakamura and Lunde. On the payoff list the money was won by Nilsson, Sedler, Jones and Lunde.

Results

60 JR: 1. Ronnie Densford (Yam); 2. Duane Densford (Yam); 3. James Summers (Yam).
60 INT: 1. Jason Jones (Amx); 2. Newton Acevedo (Suz).
80 JR DIV 1: 1. Tony Fleming (Yam); 2. Rick Harris (Yam); 3. Canon Squires (Yam).
80 JR DIV 2: 1. John Keefer (Yam); 2. Denny Purcell (Kaw); 3. Ruben Mendez (Yam).
100 JR: 1. Mike Hughes (Suz); 2. Robert Duffield (Suz); 3. Frank Golden (Yam).
125 JR DIV 1: 1. Rick Pallandino (Yam); 2. Mike Lentini (Suz); 3. Richard Reese (Suz).
125 JR DIV 2: 1. Louis Springer (Suz); 2. Mitch Cohen (Yam); 3. Ed Craig (Suz).
125 INT: 1. Craig Cable (Yam); 2. Skip Godinez (Yam); 3. Glen Roden (Hon).
125 PRO: 1. Mike Beier (Yam); 2. Glenn Page (Yam); 3. Tim Lunde (Yam).
250 JR: 1. Tim Kitchens (Yam); 2. Gene Northam (Hon); 3. Andy McDivitt (Hus).
250 INT: 1. Mark Wood (Yam); 2. Rick Johnson (Yam); 3. Rodney Jaramillo (Yam).
250 PRO: 1. Norm Nilsson (Yam); 2. Paul Sedler (Amx); 3. Gary Jones (Amx).
500 JR: 1. Steve Fortune (Hon); 2. James Ketting (Hon); 3. Wes Lennon (Suz).
500 INT: 1. Mike Allen (Suz); 2. Jim Kesler (Yam).
500 PRO: 1. Dale Lewis (Mai); 2. Chuck Lunde (Yam); 3. Glen Senecal (Yam).
VET JR: 1. Hank San Miguel (Yam); 2. Bill Misener (Yam); 3. Terry Nelson (Yam).
VET MASTER: 1. Dickie McMillen (Hus); 2. John McManaway (Yam).
OLD TIMER JR: 1. Jim Gates (Suz); 2. Ken Duffield (Hus).
OLD TIMER MASTER: 1. Ed Ott (Yam).

Klatt captures two at Corona TT/HM

By Elaine Jones

CORONA, CA, MAY 13

Corona Raceway's summer flat track season opened on a Wednesday night with some pretty fancy TT and half mile racing.

It was Ross Klatt's night to shine and shine he did. The 250cc Money TT was the first go-'round and it was Randy Bird who got the jump with Curtis Cannon second and Klatt third. Roger Thompson got by Ken Corpe on the first lap to take over fourth. Bird, Cannon and Klatt put on quite a show as they pulled away from the rest of the field. Cannon started putting on the pressure with Klatt following suit, and the three were close enough to read the serial numbers on each other's engines. On the seventh lap, Klatt's Santa Ana Kawasaki got by Cannon and went after Bird. He closed the gap, set him up and came up with the lead with a well executed move as they came across the line on the white flag lap. With one to go Klatt burned up the track and brought it home for the win. Bird and Cannon were a close second and third.

The Open Money TT was another wild and wooly go. Off the line it was Johnson and Chris Cannon but the red flag came out when Ron Arlt and Tommy Walton went down with less than a half a lap under their belts. On the restart it was Johnson off on top with Cannon second and Arlt third. Cannon came up with a slingshot pass as they came out of turn four to take a slight lead as they came across the line for the first time. Johnson had regained the lead as they headed for turn one and again Cannon used his slingshot method to retake the lead as they battled through the esses. Arlt stayed with them until the third lap when he was again sidelined. The fourth lap saw things reach the boiling point as they flew into the esses and boil over as Cannon highsided, doing a fair piece of motocross riding before he was able to get on flat ground. Johnson, not about to be outdone, became very well acquainted with the terra firma and mangled his handlebars, bringing the race to a sudden halt at the halfway point for lack of a field.

The half mile Money goes were not as full of attrition and again it was Mr. Klatt, this time on a Yamaha, who gave the 250cc Pros an education. Klatt went wire to wire over a nine

man field. Darren Hulbert and Curtis Cannon battled for the second spot with Hulbert holding off Cannon until the fourth lap and Cannon taking over from there on out. Roger Thompson moved up from sixth to take the fourth.

Jeff Johnson and his Tony Denius Harley headed the Open Money half mile from start to finish but Pete Hames, aboard his own new Harley, served notice that he will have to be reckoned with as he dogged Johnson every step of the way. Chris Cannon got off in last but with two laps down had worked his way to fourth. By the ninth lap he had taken over third and was there at the end.

Double wins were picked up by Don Griewe in the 125cc Amateur/Expert, J. Ward McKee in the 250cc Novice and Robert Little in the Open Novice.

Results

TT

125 NOV: 1. Lee Fabry (Yam); 2. Dennis Turner (Yam); 3. Don Ambrose (Yam).

125 AM/EX: 1. Don Griewe (Yam); 2. Jason Bell (Yam).

250 NOV: 1. J. Ward McKee (Kaw); 2. Derrick Van (Yam); 3. Steve Smith (Yam).

250 AM: 1. Mike Hart (Yam); 2. Rick Morton (Yam); 3. Steve Wybenga (Yam).

250 EX: 1. Randy Bird (Yam); 2. Keith Guthery (Yam); 3. Ron Bell (Yam).

OPEN NOV: 1. Robert Little (Yam); 2. Kent Miller (Yam); 3. Les Archer (Yam).

OPEN AM: 1. Randy Monroe (Nor); 2. Dan Kane (Yam); 3. Don Meiner (Yam).

OPEN EX: 1. Jeff Johnson (Hon); 2. Keith Guthery (Yam); 3. Ron Bell (Yam).

250 MONEY: 1. Ross Klatt (Kaw); 2. Randy Bird (Yam); 3. Curtis Cannon (Yam).

OPEN MONEY: 1. Chris Cannon (Yam); 2. Jeff Johnson (Hon); 3. Ron Arlt (Yam).

HALF MILE

125 NOV: 1. James McVickers (Hon); 2. Lee Fabry (Yam); 3. Don Ambrose (Yam).

125 AM/EX: 1. Don Griewe (Yam); 2. Jason Bell (Yam).

250 NOV: 1. J. Ward McKee (Kaw); 2. Derrick Van (Yam); 3. Steve Smith (Yam).

250 AM: 1. Bobby Beer (Yam); 2. Rick Morton (Yam); 3. Scott Longnecker (Yam).

250 EX: 1. Roger Thompson (Yam); 2. Keith Guthery (Yam); 3. Rob Hassay (Yam).

OPEN NOV: 1. Robert Little (Yam); 2. Tom Graves (Yam); 3. Barry Bialic (Yam).

OPEN AM: 1. Scott Longnecker (Yam); 2. Dave Hulbert (Suz); 3. Jeff Johnson (Yam).

OPEN EX: 1. Randy Monroe (Nor); 2. Keith Guthery (Yam); 3. Ron Bell (Yam).

250 MONEY: 1. Ross Klatt (Yam); 2. Curtis Cannon (Yam); 3. Darren Hulbert (Yam).

OPEN MONEY: 1. Jeff Johnson (H-D); 2. Pete Hames (H-D); 3. Chris Cannon (Yam).

Johnson, Hardick, Gerig grab Speedway 117 CMC points night

By Rod Eschenburg

CHULA VISTA, CA, MAY 13

With this Wednesday night being Continental Moto-sport Club Pro point night at Speedway 117, Pro class action was really hot as near record numbers of riders went forth. Top money winner (and point getter) was Suzuki support rider Clint Hardick, who went two for two in the 250s and had a great come from behind second place in the 500s.

Hardick scored his 250cc victory over two riders making their first '81 starts on Speedway 117's stadium 'cross track, as Juan Benavidez (C-A) and Yamaha's Scott Burnworth battled it out for second with Benavidez taking a tie-breaker. In the first moto, it looked to be all Burnworth until a slight bobble allowed Hardick to make one of his patented "quick" passes. In the second moto, Hardick was off like a shot with Benavidez in a close second. But no, for a few seconds Burnworth had forgotten to turn his fuel tap on! He finally worked his way back to third, but the laps ran out.

The 125cc Pro class was all Yamaha support rider Rick Johnson, but not without some very hard pressure from Kawasaki Motor Corp. rider Curt McCuistion who also was making his first ever start at Speedway 117. McCuistion was a very fast learner as he was right with Johnson in both motos as they ran away from a very good field of Pro riders.

In the 500cc Pro class Hardick once again looking like the winner in the first moto only to be sidelined with mechanical troubles as KPRI/Coke point leader David Gerig (Pro-Circuit Hus) cruised to the win. In the second go-'round, Hardick got well for the win, but Gerig's second was all he needed for the oveall. With Lee Ramage tie-breaking Tony Wanket for third, Hardick squeaked in for the place money.

The highlight of the Intermediates came in the 250s where George Speck ran off the MX course onto the ATC track before the checkered flag, with second placer Terry Belcher following and Chuck Brenkus coming up with a 3-1 win effort; a career first for this rider at Speedway 117. The 500s saw Rocket Ric Mahlmeister once again zapping the field for a two for two victory over an improving Peter Berg.

What the Intermediates lacked in racing action, the Juniors made up for with Kevin "Wild Man" Nolan parlaying a 3-1 effort to victory in the 125cc Junior division two class over Roger Saenz who, in turn, had a squeaker over Mark Angelo, who not surprisingly, had a tie-breaker third over first moto winner Mark Saalfeld. The first division of the 125cc Juniors saw John Yonekura go two for two for a career first victory over KPRI/Coke Spring series point leader Chris Shaw.

Must be that the desert is heatin' up because the ATC's were way up over previous weeks. The two big classes were the Open Stocks and Open Modifieds where the "gold dust twins," Mark Weixeldorfer and Dean Sundahl, traded victories on their factory Hondas. "Waxey" picked up the Stock win, and "Dyno Dean" grabbed the Modifieds. Sundahl's win went right down to the wire as Mike Coe looked to be a tie-breaker winner until Deano put him away with a blazing pass on the high banked quarter-mile sweeper.

Results

500 PRO: 1. David Gerig (Hus); 2. Clint Hardick (Suz); 3. Lee Ramage (Yam).

250 PRO: 1. Clint Hardick (Suz); 2. Juan Benavidez (C-A); 3. Scott Burnworth (Yam).

125 PRO: 1. Rick Johnson (Yam); 2. Curt McCuistion (Kaw); 3. Scott Meyer (Suz).

500 INT: 1. Ric Mahlmeister (Yam); 2. Peter Berg (Yam); 3. Keith Lynas (Hon).

250 INT: 1. Chuck Brenkus (Suz); 2. George Speck (Yam); 3. Mike Dodge (Yam).

125 INT: 1. Tim Earls (Suz); 2. David Capehart (Kaw); 3. Bobby Vrhel (Yam).

500 JR: 1. Richard Pollock (Yam); 2. Brian Showalter (Hon); 3. Wesly Grant (Yam).

250 JR: 1. Clint Berger (Yam); 2. Rich Yelkin (C-A); 3. Frank Thomason (Hus).

125 JR DIV I: 1. John Yonekura (Suz); 2. Chris Shaw (Suz); 3. Bobby Maulkin (Yam).

125 JR DIV II: 1. Kevin Nolan (Kaw); 2. Roger Saenz (Suz); 3. Mark Angelo (Suz).

MINI INT: 1. John Conney (Yam); 2. Lance Barnett (Yam).

MINI JR: 1. Cory Falter (Yam); 2. Jeff McCoy (Yam); 3. Eric Dickerhoff (Yam).

PEE WEES: 1. Norman Gaumond (Suz); 2. Oscar Ancheta (Suz).

ATC CLASSES

OPEN MOD: 1. Dean Sundahl (Hon); 2. Mike Coe (Hon); 3. Mark Weixeldorfer (Hon).

140 MOD: 1. Mike Parker (Hon); 2. Gary English (Hon); 3. Linda Lippincott (Hon).

115 MOD: 1. Tom Gaian (Hon); 2. Sam Coe (Hon); 3. Chris Parker (Hon).

OPEN STOCK: 1. Mark Weixeldorfer (Hon); 2. Dean Sundahl (Hon); 3. John Hayes (Hon).

WOMEN'S OPEN: 1. Laura Lippincott (Hon).

Millner mows 'em down at Old Timers MX

By Bob Alloy

VALENCIA, CA, MAY 10

The day was one of those hot ones, almost 100° outside. It

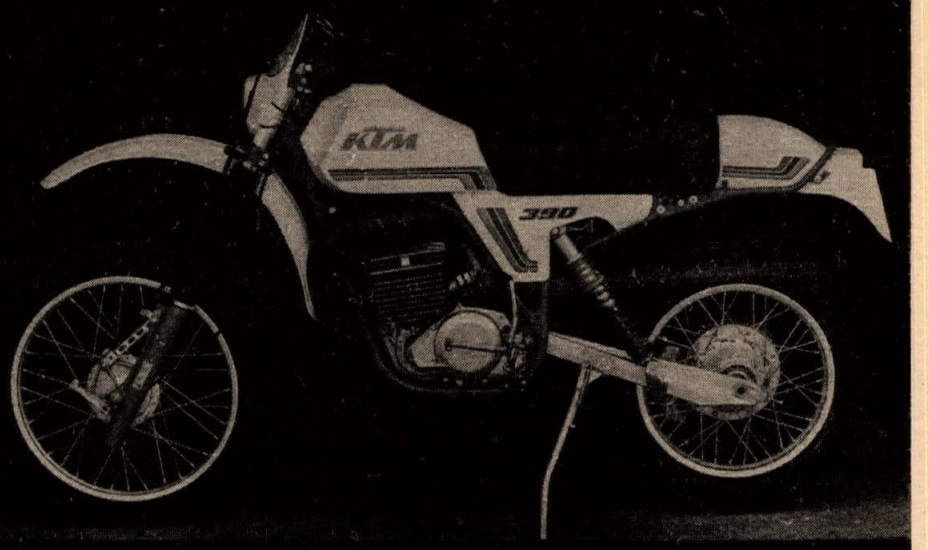
KEVIN LAVOIE

CHARGER

meets

CHARGER

KTM 390 WR



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Western hotline

being Mother's Day, American Motocross Enterprises gave out 40% trophies plus a drawing for number plates, fenders, and fork oil. We didn't overlook Mom either, there was a half-time race which consisted of two laps for all those mothers wishing to rev up their engines and get the power on. What more could any mother ask for?

Bob Millner started things off with an outstanding performance in the Masters class, wrapping up both moto wins. In fact Bob had such a great lead in moto two that when he stalled his Yamaha on the last lap, he was able to restart and still finish with a very good lead. Blackie Lewis got off to a good start by taking the holeshot in moto one but some bike problems intervened. Blackie fared much better in moto two and came up with second place. Taking second in moto one was Dan Sanchez.

Expert Dick Mosley took the lead in moto one and he just kept that going until he was in with first place. Ron Clawson worked his way up to take second. Cal Browning overcame a bad start and rode in with third and Paul Clark was fourth. Paul did a reversal in the second moto by taking the lead at the start and then holding it for the eight laps to win. Lou Sorensen took a good second. Mosley was in there for third place and George Spearing took fourth.

Amateur Hal Grady found that winning line very early in the game and he wrapped up firsts in both motos by staying right in there. Ed Scheidler did some passing and good riding, and took second in the first moto, followed by Jim Cooke. The second moto saw Don Hobson in second place, and Scheidler took third which gave him a second place overall.

The Novice division had 14 riders which made this event the best Novice turnout of the year. Dale Brockett dominated the action right from the beginning and kept it for his first place win. Chuck Bailey battled and won second place. Connie Holt got that third place win. Dal Calais powered his YZ125 in there for fourth and Barry Hammond took fifth. The second moto began with Brockett showing some more great power. However, Bailey was on his rear fender to give him trouble, and on lap two Chuck gassed his Suzuki into the lead. Chuck continued onward and took the win. Hammond took second, Calais was in with third, and John Turdo got his Yamaha in there for fourth. Mel Shapario was fifth.

Results

MASTERS: 1. Bob Millner; 2. Blackie Lewis.
EXPERTS: 1. Dick Mosley; 2. Paul Clark; 3. Lou Sorensen.
AMATEURS: 1. Hal Grady; 2. Ed Scheidler; 3. Jim Cooke.
NOVICES: 1. Chuck Bailey; 2. Barry Hammond; 3. Dal Calis.

Gambetta, Simons score at AME $1500 MX

By Laura Richard

VALENCIA, CA, MAY 10

The American Motocross Enterprises put on a $1,500 purse race here at Indian Dunes on Mother's Day. There was quite a big turnout of racers competing for their share of the monies.

The best race of the day was our annual Mother's Day race. Nancy Theys (Suz) took the holeshot and the lead followed by Honda-mounted Becky Rawson. Suzuki rider Lola Shiver and Yamaha rider Barbara Wine were dicing it out for third with Bobbie Welty (Suz) in fifth. Nancy kept the lead and took the win with Becky taking second, third going to Lola, fourth being filled by Barbara and fifth was taken by Bobbie. Thanks to all the mothers for coming out and supporting our races.

The Open Pro race saw Foothill Yamaha rider Joe Root taking the holeshot and the lead followed closely by Crossroads Suzuki rider Jim Sendlebach and Malcolm Smith rider Tom Kelly (Hus). In the pack, Bakersfield Yamaha's Darin Oliver and Yamaha rider Mark Gambetta were working their way up to take over the top two places. Gambetta grabbed first while Oliver settled into second with Kelly holding down third.

Round two again saw Root taking the holeshot with Gambetta in second and Kelly in third. Gambetta put the pass on Root to take the lead, and Kelly also put the pressure on to take over second. By the checkered flag it was Gambetta taking the win with Kelly in second and Sendlebach in third. The overall win went to Gambetta with Kelly in second and Oliver third.

The 250cc Pro race had its ups and downs as the lead changed four times until Kawasaki-mounted Willy Simons took over and put some space between him and the rest of the pack. Fresno Yamaha rider Jim Ellis had the lead, but fell, giving it to Honda/BG Oil-sponsored David Lynch. When Lynch went down *Dirt Bike* rider Ken Zahrt took the lead only to fall also, giving the lead to Simons. Simons held on for the first moto win with Can-Am rider Juan Benavidez in second and third going to Zahrt.

Round two saw Simons taking the holeshot and the lead with Ellis in second and Benavidez in third. The overall win was Simons' with Benavidez taking second and third going to Yamaha rider Brian Chereskoff (4-4).

The 125cc Pro race saw International Yamaha support rider Steve Schmitz taking back to back wins. From the start it was Schmitz taking the lead with O'Neal Suzuki rider Ted Brady taking second and third going to Hanford Suzuki's Jon Nelson.

Thousand Oaks Yamaha rider Vince Friedl took back to back wins in the Open Intermediate class. Second went to Yamaha rider Randy Schwallenberg and third to Maico/TriTech rider Rocky Hash. ●

Results

MOTHER'S RACE: 1. Nancy Theys (Suz); 2. Becky Rawson (Hon); 3. Lola Shriver (Kaw).
500 PRO: 1. Mark Gambetta (Yam); 2. Tom Kelly (Hus); 3. Darren Oliver (Yam).
250 PRO: 1. Willy Simons (Kaw); 2. Juan Benavidez (C-A); 3. Brian Chereskoff (Yam).
125 PRO: 1. Steve Schmitz (Yam); 2. Ted Brady (Suz); 3. Jon Nelson (Yam).
500 INT: 1. Vince Friedl (Yam); 2. Randy Schwallenberg (Yam); 3. Rocky Hash (Mai).
250 INT: 1. Beaver Ellis (Suz); 2. Eric Silgero (Suz); 3. Doug Russell (Yam).
125 INT: 1. Andy Nelinger (Suz); 2. Mike Wolfe (Yam); 3. Bill Delgado (Suz).
500 JR: 1. Dan Baker (Hon); 2. Dave Welty (Yam); 3. Tracy Lewis (Yam).
250 JR: 1. Tony Broussard (Hon); 2. Chris Cuneo (Yam); 3. Henry Walker (Yam).
125 JR: 1. Marco Folchi (Hon); 2. Al Banvelos (Yam); 3. Dan Casson (Yam).
VET EX: 1. Jim O'Neal (Yam); 2. Carl Nelson (Suz); 3. David Rogers.
VET JR: 1. Wiley Seitzer (Suz).
100 EX: 1. Chas Osterday (Suz).
100 JR: 1. Greg Gest (Suz); 2. Mark Steven (Yam); 3. Alex Kraus (Suz).
125 BEG: 1. Chris St. Marie (Yam); 2. James Faulkner (Suz); 3. Rod Clambin (Yam).
83 MINI EX: 1. Bob Simons (Yam); 2. Steve Van Duzen.
83 MINI INT: 1. Mouse McCoy (Yam); 2. Lance Johnson (Suz); 3. Mike Young, Jr. (Yam).
83 MINI JR: 1. Troy Welty (Suz); 2. Tony Fleming (Yam); 3. Royce Hager (Yam).
83 MINI BEG: 1. Eddie Tanner (Yam); 2. Todd Looney (Yam); 3. Robert Morton (Kaw).
61 JR CYCLE EX: 1. Mouse McCoy (Yam); 2. Shane Trittler (Yam).
61 JR CYCLE INT: 1. Kayle Johnson (Yam).
61 JR CYCLE JR: 1. Ronnie Densford (Yam); 2. Mark McDonald (Yam); 3. Alex Rogers (Yam).

Are you ready for more Gordon L. Banks puzzles?

Here's the first in a brand new series!

What enduro riders worry about

Like a nice, fresh batch of 'Bama 'shine, Gordon L. Banks has come up with a fresh set of find-the-word puzzles. This puzzle deals with things enduro riders might worry about, and includes a list that ranges from bears to bodycasts to Burleson. The answers run every which way. Since you've been idle for a couple of weeks, we'll give you the first answer. Complete answers to this puzzle will run next week, along with another blinding finding session.

- **Answers to puzzle in next week's issue**

R	O	C	K	S	S	T	S	A	C	Y	D	O	B	S
A	K	C	A	T	T	A	R	A	E	L	C	U	N	Y
I	O	N	U	E	O	L	A	G	D	Y	R	O	M	A
N	D	R	B	K	O	F	C	A	H	L	E	N	G	D
M	O	T	O	C	R	O	S	S	E	R	S	N	X	N
O	C	X	J	I	S	R	E	S	R	D	E	N	O	O
R	S	S	Y	T	P	K	O	T	T	E	E	T	O	M
N	R	F	E	G	A	N	S	O	F	U	D	B	A	W
I	D	E	F	N	E	P	E	P	E	E	M	I	T	W
N	F	S	S	I	I	N	K	S	L	N	S	P	P	S
G	N	A	K	D	L	V	A	P	D	I	E	K	S	S
D	P	I	N	E	S	C	R	E	E	B	M	R	A	W
U	D	C	A	E	E	O	B	S	R	A	E	B	G	O
S	R	E	H	P	A	R	G	O	T	O	H	P	S	Y
T	P	L	A	S	T	I	C	S	U	R	G	E	R	Y

Some riders worry about Burleson, so look for him, too!

1. Bears
2. Body casts
3. Brakes
4. Cliffs
5. Cost
6. Creeks
7. Debts
8. Dust
9. Ed Hertfelder
10. Energy
11. Feet
12. Flat (tire)
13. Gas
14. Gas stops
15. Ice
16. Job
17. Kids
18. Limbs
19. Mondays
20. Money
21. Morning
22. Motocrossers
23. Mud
24. Nuclear attack
25. Oaks
26. Oxygen
27. Pain
28. Photographers
29. Pines
30. Plastic surgery
31. Rain
32. Rocks
33. Roots
34. Ruts
35. Sand
36. Scars
37. Snakes
38. Snow
39. Speeding
40. Spiders
41. Stumps
42. Time
43. Vines
44. Warm beer
45. Water

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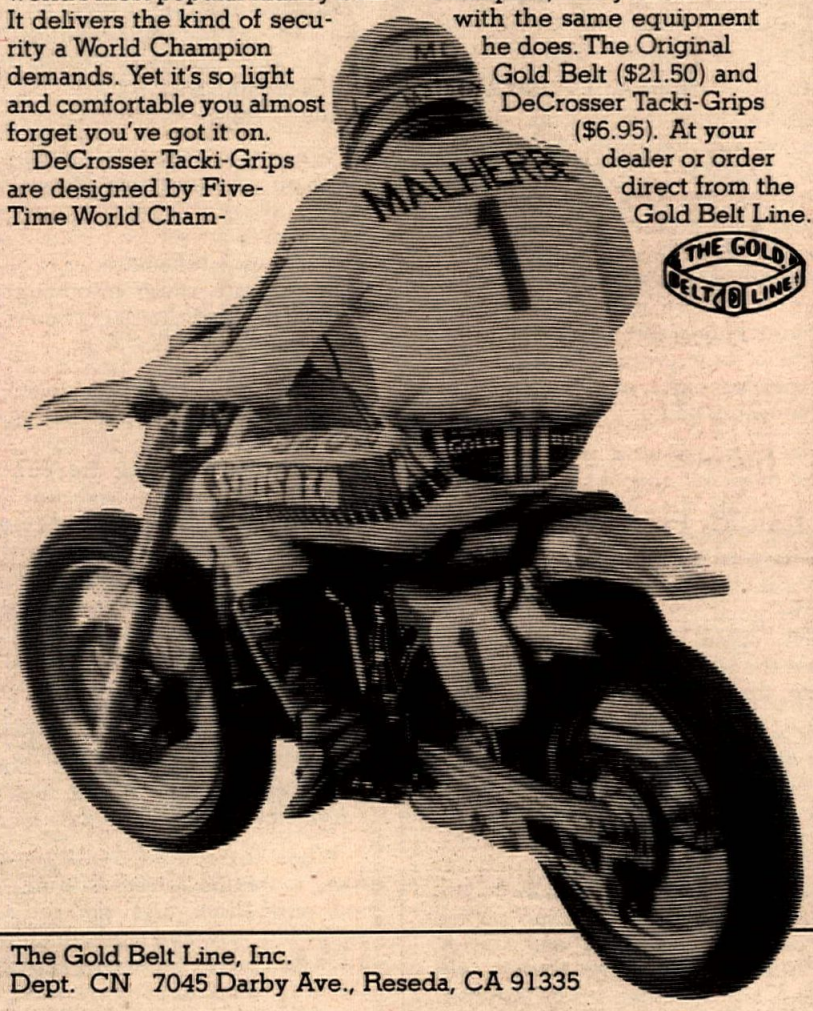

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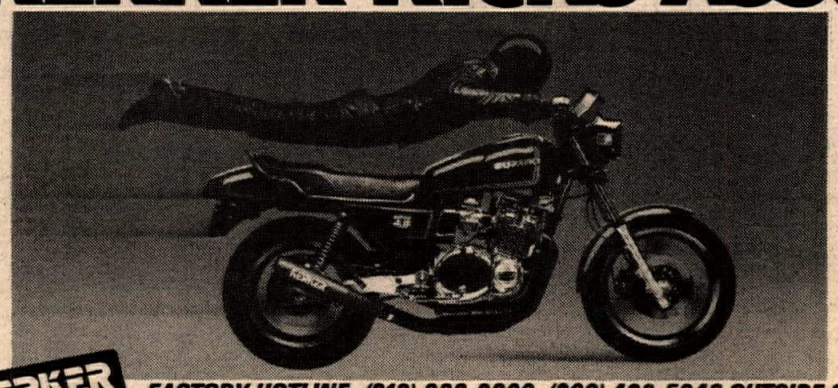

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NORTHERN DATELINE

Yamaha Gold Cup full of mud at Mulkey

By Jan Newman
McMINNVILLE, OR, MAY 17

Today, the 12,000th dollar was paid out as round four of the $60,000 Yamaha Gold Cup Series hit Mulkey ORV Park.

Unfortunately, that was not all that hit — we also had rain. Each of the three previous races had had threatening forecasts and each had escaped with only a little rain. Promoter Wally Brosamle admitted to some pleading with the Great Weathermaker, but there must have been a communications gap. Saturday afternoon held some promise, but rain fell most of the night and through the early morning hours.

A lot of riders stood by as spectators as the rain fell throughout practice. Then, during the riders meeting, the dripping stopped. The track had not been harmed by the rain so there was a last minute rush to sign in. All classes got one good race in before the rain started again at intermission and turned the whole show into a slipping, sliding, three-ring circus.

The 11 Open Pros started the program and Ron Sun (Hon) led the first loop while Larry Hooper (Mai) and Montey Mitchell (Mai) breathed hot on his neck. Then, in the final corner, Sun dropped it and both went by as well as John Christian (Yam) and Tom Poage (Yam). In one lap, Sun picked off Poage and Christian and started the distance run for the leaders. On the fifth lap, he came up on Mitchell and, after a bit of bar banging in that same final turn, he went by but was unable to catch Hooper who waited for no one.

In round two, Hooper and Mitchell leaped out in front and jockeyed for the lead for three laps before it looked as though Hooper had it secured. Behind them, Sun had bobbled and tangled his foot in his bike on the first lap. He was one spot from dead last when he got going. On the third lap, he went by Chris Moritz (Yam) for third. By the fifth lap, Sun had closed in on Mitchell, and he went by in sixth. On the next loop, he became the leader when Hooper pulled off with a dead bike.

The final turn was not yet through with the Open Pros. On the last lap, Mitchell came into the turn with a good lead over third when his bike quit. The carb had fallen off. On a dry day he could have pushed for the finish, but the rain had made it harder to walk than ride and impossible to push a mud lade scoot. Montey frantically reanchored the carb and fired it up. That lasted only a few feet and he tried the pushing route again. He almost made it to the flag to salvage a spot or two, but he slid again and dropped from exhaustion. He settled for being the last one flagged off in sixth place.

Sun, Steve Williams (Yam), Kevin Jansen (Kaw) and Robb Manning (Suz) led the 32 riders in the first 250cc Pro moto. On the second circuit, Manning moved up to second and Williams, just back from a knee injury, was dropped back to sixth by John Christian (Yam) and Skeet Hise (Kaw). Christian went by Jansen on the third lap and from that point, the top five remained the same to the end.

When the soup hit for the second moto, Hise probably started to wring his hands and grin with glee. Only pigs love mud more than Skeet. Sun led the first loop then slid out, and it became Skeet's game all the way to the flag. Sun is no slouch in the mud but had to settle for second. Warren Hickman (Yam) proved his mud-worthiness by finishing third. Manning was entangled in a pile of bikes on the first lap and was not only dead last going, he was also a long way behind the next guy. He hung with it for an eighth out of the 21 finishers.

When the 125cc Pros lined up, some were on a second row. There was no need to run qualifiers when the program was set up, but the late signers pushed the number to 36, more than the gate would accomodate. The referee decided that late comers would start last.

It was no surprise to anyone when Eric Hall (Yam) bolted out in front. Behind him were Rowdy Blasdell (Suz), Robb Manning (Suz) and Mike McCormick (Yam). Manning moved to second on the second lap, but Blasdell was hanging right with him. Hall built a little cushion and Gary Kuest (Yam) was a little ways back in fourth. When the race reached halfway, Blasdell pulled off with a flat rear tire and Jeff Cropper (Suz), who charged through from about a 10th-place start, took over the third place Blasdell vacated. At the flag, Manning had made up most of the distance to finish close behind Hall.

When the second moto got underway, it was no longer raining, but it was pure slime. Hall got the scratch again but his small size, which usually gives him edge, worked against him in the mud. The bigger guys ahd enough weight to give them better traction. Blasdell is one of the latter guys. He was fifth off the line but by the end of th first lap he was in front, having a ball as people slithered around behind him. Hall had a terrible time. In one corner, his mechanic tried to point out a different line and the distraction left him upside down under his bike. When the mechanic attempted to help him up, he got smacked and lost his footing. That started one of many chain reaction pileups.

Cropper seemed right at home in the mud, too. He started in the back half of the pack but just kept plowing through the pack to finish second. Manning held third at the flag and Brett Tremblay (Suz) came through with fourth.

The referee cancelled the second moto for all the Minis and 100s to save some engines and bodies when even the big bores were having extreme problems with the mud. I'm sure it must have made some people happy, but it also created a storm from others.

With 350 riders Wally probably didn't lost his shorts, but he did loan them. Seriously.

Anyone who knows Old Timer Bill Naylor very well knows he leads a somewhat unorganized life. Today was no different. The story was that the dog he's babysitting got him up at 4:30 to go outside. In his haste, he just threw on pants then completely forgot about the lack of shorts until it came time to consider putting on his leathers to race. Leathers and bare skin didn't sound appealing so he set out to borrow shorts. Wally was the lucky lender. Does Bill sleep in the buff? Does anyone want to know?

Results

PEE WEE JR: 1. Grant Bergstrom (Yam); 2. Chad Kishpaugh (Yam); 3. Shawn Sadowsky (Yam).
PEE WEE EX: 1. Jeff Daily (Yam); 2. Darren Davis (Yam).
MINI JR DIV 1: 1. Rob Granger (Kaw); 2. Corey Whitaker (Yam); 3. Dell Smith (Yam).
MINI JR DIV 2: 1. Anthony Valenzuela (Yam); 2. Charles Chase (Kaw); 3. Glenn Hunter (Suz).
MINI INT: 1. Shane Cameron (Kaw); 2. Jeff Miles (Yam); 3. Tracy Bethel (Kaw).
MINI EX: 1. Denny Fennell (Yam); 2. Dennis Dolquist (Yam); 3. Rick Celorie (Yam).
100 JR: 1. Mike Klettke (Suz); 2. Mike Hess (Suz); 3. Bob Korock (Suz).
100 INT: 1. Bill Hrabik (Yam); 2. David Froembling (Suz); 3. Wade Janssen (Yam).
125 JR: 1. Rick Celorie (Yam); 2. Mike Ingebo (Yam); 3. Bret Schucker (Suz).
125 INT: 1. Dwayne Taylor (Hon); 2. Larry Hofenbredl (Hon); 3. Terry Baker (Suz).
125 PRO: 1. Jeff Cropper (Suz); 2. Robb Manning (Suz); 3. Eric Hall (Yam).
250 JR: 1. Phillip Siri (Hon); 2. Willie Cates (Mai); 3. Matt Whitfield (Yam).
250 INT: 1. Rod Huffman (Suz); 2. Jay Boufford (Mai); 3. Lindsey Wurn.
250 PRO: 1. Ron Sun (Hon); 2. Skeet Hise (Kaw); 3. Kevin Jansen (Kaw).
OPEN JR: 1. Tim Dyke (Kaw); 2. Mike Rieck (Yam); 3. Marty Glass (Hon).
OPEN INT: 1. Jerry Ebert (Yam); 2. Dean Troglin (Yam); 3. Jay Boufford (Mai).
OPEN PRO: 1. Ron Sun (Hon); 2. John Christian (Yam); 3. Tom Poage (Yam).
30 TO 40 A: 1. Charlie Harter (Mai); 2. Edwin Gayland (Yam); 3. Gary Backstrom (Yam).
30 TO 40 B: 1. Ray Hill (Yam); 2. Dick Mather (Mai); 3. Rusty Garrison (Suz).
OT: 1. Jim Lamkin (Hon); 2. Cliff Stump (Mai); 3. Gary Bonds (Hon).

Daniels destroys Cross-Up Raceway MX season opener

By Suanne Light
BEND, OR, MAY 3

Mike Daniels of Idana, OR went to a double moto romp here at the season opener at Cross-Up Raceway besting the wild bunch of mixed 125s, wasting no time demolishing the field in each of the 20-minute motos. Keith Engstrom did the same thing in the Open class, taking the win each time out on his Honda.

In 125cc Intermediate/Pro action, Daniels (Santiam Yam) took a commanding lead out of the gate over Intermediates Rob Wagner (Yam of Burns) and Bruce Burgraff (Hon). Wagner stayed close but couldn't close in on the seasoned Pro. Daniels rode smooth and consistent to the win.

Second time out, it was another Daniels runaway with Wagner tucked into second and brother Dan Wagner (Yam of Burns) third. This time, no one came close to a threat of catching the disappearing Daniels and he blitzed to a 1-1 double rompin' ride. Second and first 125cc Intermediate was Rob Wagner followed by Burgraff, Dan Wagner, Chuck Harper (Hon) and Bill Hart (Yam). In the Junior portion, Dan Wagner went 1-1, keeping up with some of the Intermediates.

In the sand-roosting Open class, Keith Engstrom (Hon) took advantage of ideal big-bore track conditions, destroying berms while he went on for both moto victories over local riders Kevin Grant (Hus) and Steve Sprague (Yam) who went 3-2 and 2-3 respectively. Taking the Junior class was Tom Street (Yam) with a 1-1 on his 465.

Another destructive class was the Mini Intermediate/Experts. Kyle Buckner (Yam) led off the field and quickly moved to the front of the large field of flying minis followed by Dan Hendricks (Suz), Tony Branson (Yam), Chad Guzman (Kaw) and Chuck Valenzuela (Yam). Buckner quickly moved away from Hendricks, going for the moto win while Hendricks held off advances of Junior winner Branson.

Buckner moved out in moto two to take the win and the overall.

Not to be outdone, Buckner went immediately to the line for his 100cc moto and again dominated the class both motos, going four for four in 80 and 100cc Expert classes. Rich Justice (Suz) of Bend followed in second with a 3-2 and Dan Hendricks (Suz) third with a 2-4.

Results

OPEN INT: 1. Keith Engstrom (Hon); 2. Kevin Grant (Hus); 3. Steve Sprague (Yam).
OPEN JR: 1. Tom Street (Yam).
250 INT: 1. Terry Bennett (Hus); 2. Richard Carlson (Suz).
250 JR: 1. Don Engstrom (Suz).
125 PRO: 1. Mike Daniel (Yam).
125 INT: 1. Rob Wagner (Yam); 2. Bruce Burgraff (Hon).
125 JR: 1. Dan Wagner (Yam); 2. Chuck Harper (Hon); 3. Bill Hart (Yam).
100: 1. Kyle Buckner (Yam); 2. Rick Justice (Suz); 3. Dan Hendricks (Suz).
MINI EX: 1. Kyle Buckner (Yam).
MINI INT: 1. Dan Hendricks (Suz).
MINI JR: 1. Tony Branson (Yam); 2. Chad Guzman (Kaw); 3. Chuck Valenzuela (Yam).

Pearson powers to Green Diamond ST win

By Bill Spencer
NEWMAN, CA, MAY 16

Scott Pearson and Steve Eklund rode off with the better part of the $2000 Green Diamond Pro short track at Hills Ferry Raceway before a good crowd on hand for the first northern California Pro event in these parts in four years.

Despite the good sized purse, only 48 riders elected to try out and all made it to a heat, yet another indication of the terribly economy. Alex Jorgensen took the fastest lap over Keith Day with a 16.249. A very windy day made for a one-groove track that didn't get faster despite a relatively nice night.

Starter Jerry Kennedy flipped the green light for heat race number one at the appropriate time and Novice Dave Rosa got the jump on the troops and held the point for the necessary laps with Jorgensen moving up to take second.

Brother Kim Jorgensen borrowed Chris Carr's Can-Am and went off to win the second heat over Keith Day and Billy Scott while Rich Arnaiz was way out front on the Bue-Arc Dist. H-D in the third heat with Jeff "The Jet" Haney moving up to second.

Dave Boyles rode the Spinetti Honda to the front of the pack for the fourth heat under a tremendous amount of pressure from Scott Pearson. Pearson made a pass that took Mike Inderbitzen with him and left Boyles third.

Donny Howard got the jump in the fifth heat, but Steve Eklund put the bite on that on lap two and took Chris Cannon along with him in the pass. The final heat went to Mark Key on the McGill Yamaha in some fine moves getting by Rod Sullivan and Craig Scroggins.

Haney took the quick jump in the first semi on the Team Honda and was never seen by the rest of the pack with Eklund making some fine moves on the Zanotti Yamaha for second and Mark Key showing good form in racing with Rod Sullivan.

Scott Pearson was the easy winner in the second semi with yet another of his fine but typical starts that leaves the rest of the pack baffled and most starters buffaloed. Keith Day worked hard on Brian Thompson taking the Salinas Kawasaki/ND-sparked KX to second with Dave Boyles also applying the pressure and getting by for the third spot and into the main.

The third semi burst the bubble of smooth running show time with a very hard crash scene in the first corner.

Chris Cannon found himself unceremoniously dumped in the left hander and run over by hot pursuing John Burnett and Mike Bird. Mike had to take the long ride but was pronounced OK by his dad later in the evening with just a knock on the noggin.

The restart didn't get far with Burnett unloading in the number three corner and necessitating another restart. Proving that three times is a charm, the restart was made good with Chris Cannon the winner on the Shell Racing Yamaha despite constant pressure from Rocky Robinson on the Cycle Engineering Yamaha. Craig Scroggins and Burnett put on a good battle with Dale Hansen charging and getting Burnett while Scroggins took third on the Family Cycle Yamaha.

Jerry Kennedy didn't like the way the start of the fourth semi went and brought out the red. Kim Jorgensen went down on the restart with half of the rear row in the front and so another three-time charm went off with Danny Moore taking the point in only his second Pro ride. The number one District Black Plate kid held the point for the distance on his Champion Yamaha with Mike Inderbitzen doing the following and Alex Jorgensen trying to figure a way around. Alex and his Can-Am are really a fine duo and Alex got a standing ovation from the assembled with moves that only a big time Pro like he is can do. He couldn't get around the Modesto Kawasaki but he tried every possible combination and put on quite a show.

The stage was set for the 20-lap main with six Experts, one Junior and three Novices. It is rare to see the start of any race that Scott Pearson is in where he isn't the first guy into the first corner. Riding the Harry Lillie/Arai Helmet/ND-sparked Yamaha in front from wire to wire with Eklund in hot pursuit made for good watching as the two separated from the rest of the crew with Chris Cannon doing that leading chore.

Eklund and Pearson circulated at a great rate that put them nearly three seconds ahead at the finish. After it was over, Pearson was obviously happy with the results and kept the fans going with lots of yelling and a big kiss for the trophy girl. "Now I'm ready for the rest of the circuit!" he exclaimed, in obvious reference to his bid for a top spot on the Winston Pro tour.

Results

HEAT 1: 1. Dave Rosa (Yam); 2. Alex Jorgensen (C-A).

HEAT 2: 1. Kim Jorgensen (C-A); 2. Keith Day (Kaw); 3. Billy Scott (Yam).

HEAT 3: 1. Rich Arnaiz (H-D); 2. Jeff Haney (Hon).

HEAT 4: 1. Scott Pearson (Yam); 2. Mike Inderbitzen (Kaw); 3. Dave Boyles (Hon).

HEAT 5: 1. Steve Eklund (Yam); 2. Chris Cannon (Yam); 3. Donny Howard (Yam).

HEAT 6: 1. Mark Key (Yam); 2. Rod Sullivan (Yam); 3. Craig Scroggins (Yam).

SEMI 1: 1. Jeff Haney (Hon); 2. Steve Eklund (Yam); 3. Mark Key (Yam).

SEMI 2: 1. Scott Pearson (Yam); 2. Keith Day (Kaw); 3. Brian Thompson (Yam).

SEMI 3: 1. Chris Cannon (Yam); 2. Rocky Robinson (Yam); 3. Dale Hanson (Yam).

SEMI 4: 1. Danny Moore (Yam); 2. Mike Inderbitzen (Kaw); 3. Alex Jorgensen (C-A).

MAIN EVENT: 1. Scott Pearson (Yam); 2. Steve Eklund (Yam); 3. Chris Cannon (Yam); 4. Keith Day (Kaw); 5. Mike Inderbitzen (Kaw); 6. Mark Key (Yam); 7. Danny Moore (Yam); 8. Rocky Robinson (Yam); 9. Jeff Haney (Hon); 10. Dave Boyles (Hon).

WMRRA opens at damp SIR

By Lane Campbell

AUBURN, WA, MAY 17

Paul Peiroli, Ray Baker and Gus Denzler were among the class leaders who parlayed an ability to read slightly damp tarmac into trophies and/or spending cash at Washington Motorcycle Road Racing Association's season opener. This was because the second set of race heats was punctuated by an off-and-on light drizzle. The track surface at Seattle International Raceway was never shiny-wet, just unpredictable in spots. While it was too damp for GP slicks, there was a surprising amount of traction for treaded tires, for those willing to feel for it.

Sidecar, 125cc GP, 250cc GP and Open GP were all money classes, with total payout a percentage of the money-class entry.

All classes were run in two heats, with the overall position being figured a la motocross. Most of the first heats were run dry under a pale grey overcast. In 410cc Production, Gus Denzler led the charge but was passed about mid-race by Robbie Adams for the first heat win. The 125cc GP/Open Single first heat was won outright by Todd Dressel on a Honda RC125, followed by Open Single winner Steve Haug (on the original ex-Lind Wasco 500 Honda).

Both heats of 750/Open Production were won outright by Wayne Tanner who had equal command of both wet and dry conditions. The big production bikes seemed especially vulnerable to stutterbumps in the Turns Six/Seven transition in the back esses; lots of wiggle-waggle, and nobody wanted to let up. Hanging close in their first heat were Claude Hislop (Hon), Charles Wiley and Dave Wilson; Lewis Haruff on the lone Ducati finished about fourth Open in the dry.

Open GP fell late on the race card; so it was just beginning to spit rain for their first heat. The track, however, was still dry (so far) and who but Dick Wascher would lead the 100-mph freight train out of the back esses with Randy Skiver (Suz), who'd already stomped Open Cafe, hot on his tail.

"Wasco" was out feeding his rat for the first time in over a year (he says) just checking out the Yamaha that he, Bob Work and Bruce Lind have been prepping for Dave Aldana to ride at Elkhart Lake. Lind, on his own BLR Yamaha, hung in third, watching Skiver swoop Wascher coming out of Turn Nine.

Next lap, no Skiver! He'd gone off the road trying to avoid Chris Michak's cartwheeling bike and bod just out of Turn Seven near the end of the back esses. Wasco also had to scramble, riding over some shards of plastic but keeping it up, and Lind managed to nip the lead. Michak was transported at heat's end with a possible broken collarbone, Skiver was up and immediately commandeering repairs to be ready for heat two later on. Lind and Wascher cruised in one-two, followed by Ray Baker on a Baker Competition-prepped Kaw out of Gregg's Greenlake.

The Canadian Wildman/Wildman team won the first sidecar heat with a Triumph triple (and old one, too) after the Lind/Hart team's chronic overheating problem returned to haunt them, along with sporadic misfiring that slowed them late in the heat.

The rain began in earnest, light but steady, through the between-heats lunch break. Randy Skiver, busily mounting up a fresh front wheel with K81, was keeping a light outlook: "I've never ridden this in rain before; this'll be the test."

Lee Cochran's 500 Yamaha thumper/GP had shaken loose its rear brake link and also required a rope start, but with a good bit of flurried work, he made his second heat grid and even-

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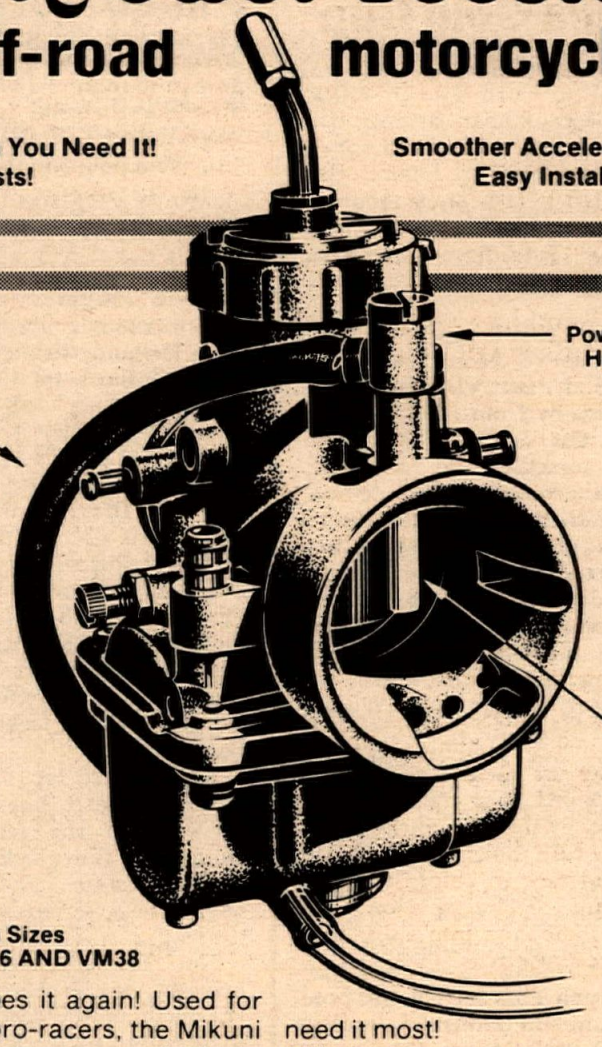

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NORTHERN DATELINE

tually took third in class. (Lee was heard to yell, "Don't worry about the rear brake — I never use it anyway!")

Gus Denzler and Buck Pierce won the drag race to Turn Two in 410cc Production's second heat. By now, the road was definitely damp, and spray was starting to kick up behind the bikes. The first heat winner, Adams, crashed early on when his Yamaha spit its chain near Turn Seven. Denzler, meanwhile, just got down and ran away with it.

In 250cc GP, first-heat winner Pete Puhakka slipped to second overall on a damp road as Paul Peiroli just rode around everybody from the first turn onward and flat disappeared to win the heat and overall.

The Open Production title fell to Tanner after he shadowed Kelly Constable's light roostertail of spray for several laps to pass near the end. Lew Haruff improved in the wet, scoring 4-2, second Open on the Duck. The 750cc class (and 860cc Cafe as well) results are pending a teardown, as apparent 750cc winner Dave Wilson was protested for engine size.

Joe Rogers, on a very neat 550 Suzuki triple out of Paulson's, won 600cc Cafe with a 2-1 heat score. First heat winner Tom Farrell was protested and withdrew.

Open Cafe's second heat found Skiver's GS1100 (out of Bellevue Suzuki) all buttoned up and running first into Turn Two. Next lap, it sounded like Randy might have missed top gear on the front straight; whatever the cause, the pause let Kelly Constable into a brief lead, which Skiver regained and held to the finish. John Doyle (Suz) took second in class on consistency (4-3) while third trophy went to Graeme Fitch (Suz) who finished seventh in the dry, then came steadily through traffic in the wet to take a second as others bobbled, slowed, or left the road for short periods.

By the time Open GP ran its second heat, the rain had all but stopped, but there was still a slight sheen to the damp surface. Sheen or no, Ray Baker (who has serious intentions of going "National" later this season) pulled out all the stops and ran away with the heat on the drying but tricky surface. Lind cruised in with a heat second for first overall.

The sidecar class went to the survivors — quite literally, as Wildman/Wildman were the only ones running when the checkers dropped. The Duffy/Duffy Honda had chuffed and clattered to a halt upon completing lap three, and that's all she wrote.

WMRRA Vice President Chris Loomis took a nasty spill in S.I.R.'s back section before the race as he was riding out to place markers, sustaining a ruptured spleen. One other rider crashed heavily in practice — Tim Hall dropped his 250cc GP bike in practice, took a short ambulance ride for observation and came back to race a 750 Yamaha in Open GP. Hall circulated very cautiously in the first Open heat, then returned with rising confidence to place third in the slightly dampened second heat.

Results

750 PROD & 860 CAFE PENDING, UNDER PROTEST.
OPEN SINGLE: 1. Steve Haugh (Hon); 2. Dale Zlock (Mon); 3. Lee Cochran (Yam).
600 CAFE: 1. Joe Rodgers (Suz); 2. Mitchell Frazier (Yam); 3. Steve Haug (Hon).
OPEN CAFE: 1. Randy Skiver (Suz); 2. John Doyle (Suz); 3. Graeme Fitch (Suz).
OPEN PROD: 1. Wayne Tanner (Suz); 2. Lewis Harruff (Duc); 3. Charles Wiley (Suz).
410 PROD: 1. Gus Denzler (Yam); 2. Larry Buck (Yam); 3. Richard Burnham (Yam).
MONEY CLASSES
125 GP: 1. Todd Dressel (Hon); 2. Jeff Hatfield (Hon).
250 GP: 1. Paul Peiroli (Yam); 2. Pete Puhakka (Yam); 3. Daryl Cornwell (Yam).
OPEN GP: 1. Bruce Lind (Yam); 2. Ray Baker (Kaw); 3. Bill Matty (Suz).

Pasqualotto victorious at VCGP

By Joyce May

VIRGINIA CITY, NV, MAY 10

The Western States Racing Association's Virginia City Gran Prix always draws the biggest crowd on the second day, and this year was no exception with unofficial overall honors going to Las Vegas ace, Tony Pasqualotto.

There were a total of 415 entries on Sunday with such top riders entered as Ron Dillon, who is number one in Idaho, and D-37's number one man, Bob Balentine.

Off the first loop, it was Vet Expert Scott Davis who led the pack followed by Brett Joyner, Russ Daley, Phil Douglas, Pasqualotto, Don Neilson, Pete McConnell, Dwayne Whitelaw, Paul Ryan and Ken Ramsey.

Other riders that were well ahead of their starting positions were Cory Timms, Jim Jackson and Bob Balentine.

By the third lap, Davis was still in the overall lead, but Pasqualotto had moved into the second spot with Douglas in third, followed by Joyner, Daley, Neilson and Timms, who seemed to be seriously on the move for the lead.

Not far into the fourth lap, however, leader Davis got off hard. His machine would no longer run, and so he had to walk back to the pits. Another DNF early in the race was Idaho's Dillon.

Balentine, with starting number 418, had begun to make his move from 105th overall off the first lap to 16th overall on the fourth. But it wasn't long after that, that he, too, ended up a DNF.

Pasqualotto inherited the overall lead and held onto it tenaciously, but Timms had other ideas. By the fifth lap, only Joyner separated Pasqualotto and Timms in the overall positions. Pasqualotto was turning the loop in 33 minutes with Timms' time running about the same.

Timms took the second overall slot on the sixth lap with a strong possibility that he may also have had the lead, time-wise, as his starting number had been 228.

The seventh lap found the number one and two overall spots still held by Pasqualotto and Timms, followed by Joyner, Buzz Presser, Neilson, Douglas and Paul Bostrom. Although Jackson (#336) was running back a ways, he was still well ahead of his starting group.

Timms' bid for the overall honors failed on the last lap when he encountered problems and finished fifth overall.

It was an exhausted and emotional Pasqualotto (400 Mai-Open Expert) who popped the cork on the champagne bottle in front of the announcer's stand at the end of the race.

Presser (430 Hus-Open Expert) earned the unofficial second overall honors followed by Joyner (250 Suz-Expert), Bostrom (450 Hon-Vet Expert), Timms (430 Hus-Open Expert), Neilson (390 Hus-Open Expert) and Douglas (Mai-Open Expert).

The official winner of the day will receive a five-foot trophy. Also, each day's overall winner will become the proud owner of a handcrafted silver belt buckle worth $500.

The Sunday race included 50 entrants in the "senior" or "old timers" class, one of whom was finisher Jesse Goldberg of Gardnerville.

Los Gatos M.C. was awarded the dubious honor of the most rowdy club at the race.

Del Carlo outrides entry for Saturday VCGP honors

By Joyce May

VIRGINIA CITY, NV, MAY 9

Local Nevada Junior Billy "Goober" Del Carlo utilized his familiarity with the V.C. area to earn the overall win on the first day of the Virginia City Gran Prix as he pressed for an impressive lead over the rest of the 413 Saturday entries in the 11th annual Gran Prix, sponsored by Western States Racing Association. He extended a four-minute lead on the first loop to almost a full 10-minute time lapse on the final lap.

While many of the other entrants were struggling with the altitude (around 6000 feet), Del Carlo, nephew of the local sheriff, was moving around the 18-mile course with very few problems. Even Mother Nature was cooperating by not throwing her usual fit during the Gran Prix weekend; the weather was unusually warm and sunny for a change.

The first 10 riders off the first go 'round were Del Carlo, followed by Mike Brumit, Angelo Tomassi, Gary Charters, Sr., Kevin Marcinek, Steve Cano, Tim Nichols, Greg Franc and Tony Souza.

Six other riders also made strong moves within the pack, coming up well ahead of their starting line peers. They were Tim Sinclair, Mike Yoachum, Robbie Haverlock, Mike Darby, Bruce McDougal and Bergman Carr.

Del Carlo came off the second loop with a flat tire, but he had already built up a good buffer, so he was out of the pits again well before the next overall rider came into sight.

By the third lap, Darby was running a second overall with Dudley Dowell now running third overall. Dowell had blown his chance at the number one starting position when he forgot to enclose a check for the entry fee along with his entry. It was his entry that had been the first one drawn.

Each lap sorted out more and more riders. By the fifth time around, Del Carlo was well entrenched in the lead followed, overall, by Dowell. Cano had moved into the third slot with Haverlock, from a starting number of (211), now holding down the fourth overall position.

Charters, Sr. hung onto the fifth spot followed by "Dynamite" Sinclair, Scott Avist, Brumit and Marshall.

Joggers were encountered on the course with several very close encounters! Finally the sponsoring club sweepers had the trail cleared off again.

Charters, Sr. dropped out of the top five when he got a flat tire.

The last two laps found the six final unofficial overall riders well set in their slots. Del Carlo (125 Yamaha, Amateur) was credited with the unofficial honors of the day, followed by Dowell (250 Honda, Novice), Haverlock (125 Yamaha, Expert), Sinclair (125 Yamaha, Expert), Cano (250 Yamaha, Novice) and Marshall (400 KTM, Novice Vet).

Exhaustion showed on the faces of the finishers. Four and a half hours on a tough course with lots of dust was the basis of many strange remarks overheard at the finish line.

Dick Haile of the Clean Sweep Racing Team muttered several times, "Are you *sure* this race is really over?"

Another rider spotted a spectator with a bottle of refreshment. He commented, "I'd trade my helmet and gloves for that bottle of Gatorade!"

Only six finishers managed to complete nine laps. In order to be considered an official finisher and be awarded a finisher pin, the rider had to complete a minimum of six laps.

Key cops Lodi ST win

By Ann Carr

LODI, CA, MAY 9

A large spectator crowd, this week honoring area senior citizens, was treated to almost everything imaginable at Lodi Cycle Bowl tonight as tempers flared, riders pressed their views, and spectators cheered. Most of all, however, some excellent racing took place on the ever improving quarter-mile grooved oval.

McGill's Yamaha ace Mark Key swiped his second consecutive 250cc Expert main again over the Spinetti's Honda of David Boyles and the continually improving former mini ace Aaron Hill aboard Del Callsen's machine. Current black plate number three Doug Chandler returned, after a two-month layoff to mend his second broken leg in six months, and placed a close fourth behind Hill and then nailed the 500cc Expert start and blitzed the troops in that one. Boyles grabbed his double second of the night working through traffic.

Problems continued to plague the 250cc Juniors and few except the winners were happy afterwards. Albert Rudy grabbed the win over a pressing Greg Gray and Kid Curry. Salinas ace Todd Beecher nipped Shaun Reyna for the 250cc Novice win while Jerry Douglas topped a growing 200cc Novice division. Honda racers Don Clasby and Doug Mignano swept the Amateur 500cc classes and Mark Clark nipped Woody Rogers for the 125cc Beginner first.

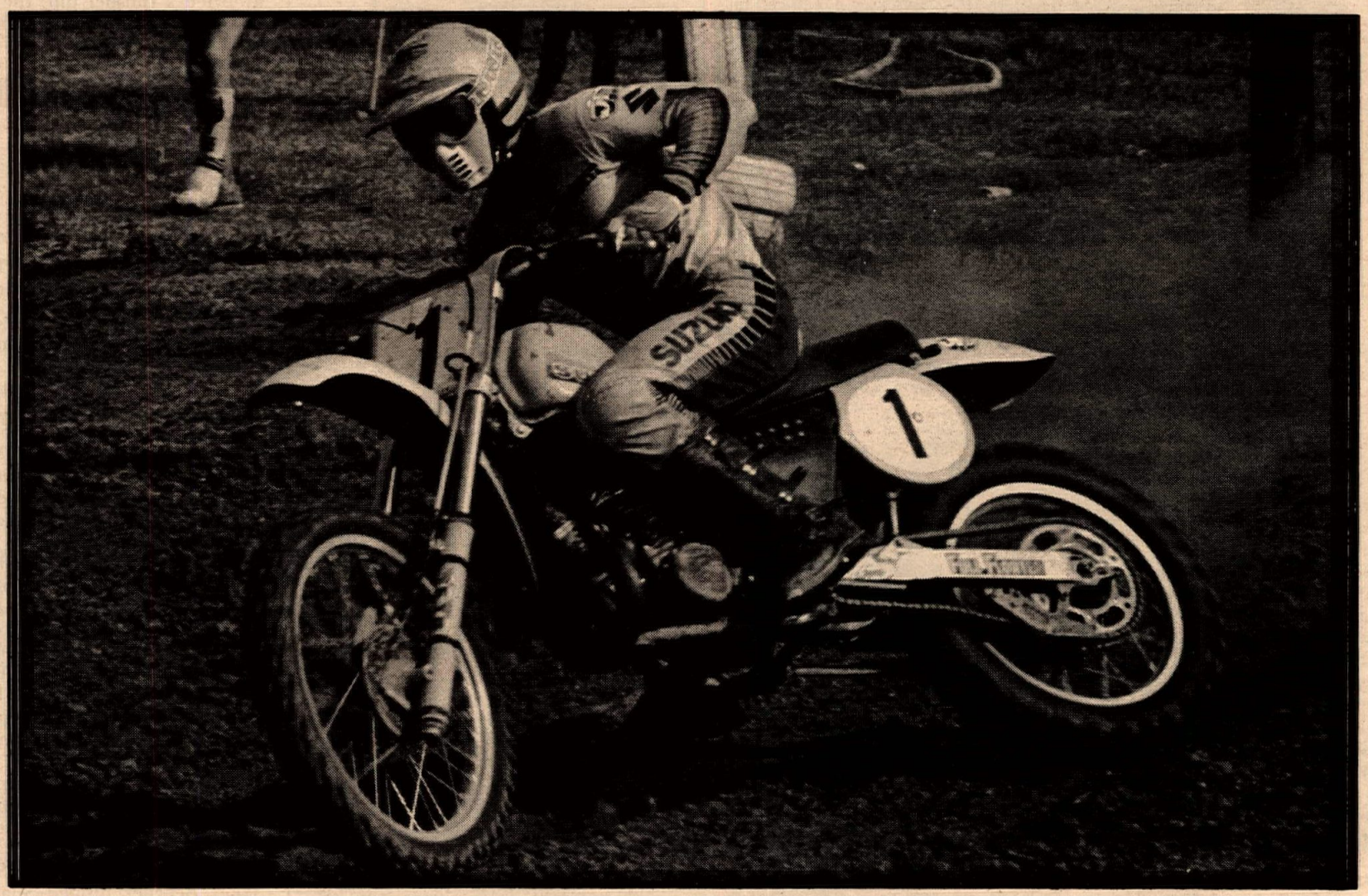
Newman's Winkie Freitas picked up his first double at Lodi this season as he bested Kelly Fischer in the 100cc main and then held off Mike Macedo for the 80cc Expert first. Fremont's Ted Taylor appears ready talent-wise if not point-wise to challenge the Experts as he again ran away from the 80cc Juniors. Jackson's Shad Johnson got his Honda percolating and closed out the near-Honda sweep of the 80cc Mini ranks.

Saturday night short track racing will continue at Lodi at least through June pending the District 36 dates update on May 13. As the Pros head east over the next several weeks, look for some rising new (and in some cases not so new) stars in the sportsman Expert classes. ●

Results

80 EX: 1. Winkie Freitas (Hon); 2. Mike Macedo (Yam); 3. Kurt Chandler (Kaw).
80 JR: 1. Ted Taylor (Yam); 2. Jeremy Chisum (Kaw).
80 NOV: 1. Shad Johnson (Hon); 2. Jeff Bingham (Suz).
100 EX: 1. Winkie Freitas (Yam); 2. Kelly Fischer (Yam).
125 NOV: 1. Mark Clark (Yam); 2. Woody Rogers (Hon).
125 JR: 1. Stan Morris.
200 NOV: 1. Jerry Douglas (Hon); 2. Larry Tofanelli (Hon).
250 NOV: 1. Todd Beecher (Yam); 2. Shaun Reyna (Yam).
250 JR: 1. Al Rudy (C-A); 2. Greg Gray (Yam); 3. Kid Curry (Yam).
250 EX: 1. Mark Key (Yam); 2. David Boyles (Hon); 3. Aaron Hill (Hon).
500 NOV: 1. Don Clasby (Hon); 2. Bernie Cabanilla (Yam).
500 JR: 1. Doug Mignano (Hon); 2. John Carter (Hon); 3. Roy Fischer (Yam).
500 EX: 1. Doug chandler (Kaw); 2. David Boyles (Hon); 3. Marvin Lewis (Yam).

Weekly news. Not monthly history.



Kent Howerton wasn't thinking about Cycle News when he rode to victory last Sunday. But we sure were thinking about him!

It's our job to know what happened at his race, put it into writing, photograph him in action, then get it all typeset, developed, halftoned, pasted-up, printed and into the U.S. Mail by Tuesday morning.

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Central Pipeline

(Above) Junior Mini champ Scott Thomas leads Blake Garland. (Above right) Kirk Spencer dominated both 250 and Open Expert races. (Below) 125cc Expert winner David Jones keeps Mark Rakestraw a comfortable distance behind.

Spencer, Jones tops at Texas MX series race three

By Dave Nielsen

ALVORD, TX, MAY 3

"We could have just sent him a check!" said promoter Dickie Clement, talking about Kirk Spencer's four moto blitz of the 250cc and Open Expert classes at Oak Hill's round three of the Texas MX Championship Series. Spencer raked an even $400 off the top of the $2000 purse, guiding a pair of Carter Yamaha YZs around the demanding, lengthened course, seemingly sailing over sections that others had to fight with.

After the Oak Hill motos, the stage is set for the fourth and final leg of the Series at Austin on May 17, as Spencer will square off with contending Suzuki riders Nick Cordova and Darren Rhoten to determine 1981's 250 and Open State Champions.

In 125cc Expert action, Dallas Suzuki's David Jones berserked his Floater to a thrilling 1-2 overall win, leaving only the Austin race in his way before he claims the 125cc title.

Amateur action saw Gary Stevenson nail down the Mini Mini 60cc crown going 1-1 on his YZ to take a place at the head of his class beside Scott Thomas, Junior Mini champ who, along with Oak Hill's moto sweep, has six first-place finishes in a row aboard his Yamaha 80. "Mom and Dad said they'd take me fishing if I won six straight," reported Scott who will no doubt be wetting a line soon. The Senior Mini chase is one of the hottest of the series with Billy Whitley's 2-1 win today putting him a scant three points up on Eddie Vreeland who went 4-2. Their showdown at Austin will be one to watch.

Troy Broussard (Suz) continued his string of 125cc Novice high finishes, marking a moto win and a come-from-behind third, while Mike Hance drove another Floater to victory in the 250cc Novice race, putting himself in the series hunt with Walter Moss (Suz) and Kevin Shelburne (Yam).

Nobody's running off from the very competitive 125cc Intermediates, with Ronnie Parker (Yam) topping Oak Hill's results with a 2-2 to edge Bobby Stafford (Yam, 1-3) and Robby Wilson (Suz) who stayed alive with an 8-1 for the day. Rodger Schellenberger (Yam) smoked both 250cc Intermediate motos, but since he did not run the two previous series events, class honors are still up for grabs. Bryan Jackson (Yam) seems to have the best shot, holding a 1-1-4-2 moto score thus far.

YZ-mounted Joe Smith's fine 2-1 ride brought him the Open Intermediate win along with a better chance at the state title against Lee DuBose (Hon) whose 3-2 for the day kept him at a mere five-point series advantage.

David Jones didn't race the first Texas Series round at Rio Bravo, but with impressive wins at Whitney and now Oak Hill, plus the best six-of-eight moto series scoring, Jones and his RM are looking like the 125cc Expert champions already with two motos to go. It was far from a cakewalk today for Jones, as Mark Rakestraw (Yam) and Randy Sullivan (Hon) led off moto one ahead of Terry Thomas (Yam), Scooter Stafford (Suz) and Jones. Sullivan dropped out on the second lap, and by lap four, Jones had cut his way to second with Thomas falling back to seventh and Randy Kirschbaum (Yam) moving by Stafford for third. Jones' fiery pace brought him within striking distance of Rakestraw, and lap eight saw an excellent pass by Jones who crossed behind the leading Yamaha and blocked out Rakestraw in the wide left-hander after the starting area. After 12 laps, Jones was first under the checkers with Rakestraw holding second over Stafford who passed Kirschbaum back for third.

The second moto was all Davey Jones until the eighth lap when he slipped and recovered in third. What had been a race for second between Rakestraw and Stafford was then a race for first which Stafford took in the same corner Jones had used on Rakestraw in the opener. The trio passed the white flag bumper to bumper, and Jones knew he had to do something or he would be odd man out in a three-way tie for first overall. With half a lap to go, Jones jammed Rakestraw for the moto's runner-up slot to win the overall ahead of Stafford (3-1), Rakestraw (2-3), Kirschbaum (4-4) and Jerry Surber, Jr. (Yam, 5-5).

Kirk Spencer had his way in the 250cc Expert class despite a strong 24-rider field, including Honda star Steve Wise aboard a production bike and still wearing a brace on his left wrist. Spencer's bike was really humming, and he made the best of it, carrying a first-moto holeshot clear to the finish line. Wise moved by Sean O'Brien (Yam) and Chris Hipp (Hon) into second, but Spencer was long gone. Series leader Nick Cordova (Suz) and Randy Kirschbaum (Yam) struggled from mid-pack starts and by lap eight, were running sixth and eighth. Cordova crashed way back to finish 16th, but Kirschbaum got busy and moved into fourth at the checkers behind Spencer, Wise and O'Brien.

Craig Riddle (Kaw), who DNF the first moto, came out smoking in the final, leading the first couple of laps. Spencer, though, was not to be denied and displaced Riddle as Darren Rhoten (Suz) dropped from third to sixth behind Kirschbaum, Wise and O'Brien. Rakestraw, Cordova and Monte Anderson (Yam) were running in the top 10, but the only rider to advance significantly for the rest of the moto was Rhoten who forced his way back into second at the finish. Following Spencer overall were Kirschbaum (4-3), Wise (2-5), Rhoten (8-2) and Rakestraw (5-6).

There was a lot of horsepower on the track in Open Expert, but again, Spencer was untouchable and left the 20 others in the dust. He attacked the course while the rest struggled. Besting the rest was Rhoten (2-2) who kept Anderson at bay both times and his hopes alive for the series championship, pending the outcome of the upcoming Austin race. Dave Boles has raced off and on as long as I can remember, and no matter how long he lays off, he never fails to run in the money. Boles

marked a 6-5 fourth overall on a YZ465 of undetermined origin, proving that old motocrossers never die, they just stop buying motorcycles.

Results

MICRO MINI: 1. Gary Stevenson (Yam); 2. Shawn Huggins (Yam); 3. Marvin Plander (Yam).
JR MINI: 1. Scott Thomas (Yam); 2. Blake Garland (Yam); 3. Roy Schellenberger (Yam).
SR MINI: 1. Billy Whitley (Yam); 2. Eddie Vreeland (Yam); 3. Rodney King (Yam).
100: 1. Skipper Beavers (Suz); 2. Sammy Gunderson (Yam); 3. Kent Elliff (Suz).
OVER 30 INT: 1. Troy Rapp (Yam); 2. Rick McCarty (Hon); 3. Robert Davis (Yam).
OVER 30 EX: 1. Jack Siegrist (Yam); 2. Dwight Leatherwood (Mai); 3. James Gibbs (Hus).
125 NOV: 1. Troy Broussard (Suz); 2. Doug Youree (Suz); 3. Skipper Beavers (Suz).
250 NOV: 1. Mike Hance (Suz); 2. Tom Johnson (Yam); 3. Kevin Shelburne (Yam).
125 INT: 1. Ronnie Parker (Yam); 2. Bobby Stafford (Yam); 3. Ed Brake (Suz).
125 EX: 1. David Jones (Suz); 2. Scooter Stafford (Suz); 3. Mark Rakestraw (Yam).
250 INT: 1. Rodger Schellenberger (Yam); 2. Bryan Jackson (Yam); 3. Louis Wooley (Kaw).
250 EX: 1. Kirk Spencer (Yam); 2. Randy Kirschbaum (Yam); 3. Steve Wise (Hon).
OPEN INT: 1. Joe Smith (Yam); 2. Lee DuBose (Hon); 3. Mike Lawson (Hon).
OPEN EX: 1. Kirk Spencer (Yam); 2. Darren Rhoten (Suz); 3. Monte Anderson (Yam).

NMA Texas Region Series opens at Whitney

WHITNEY, TX, MAY 9-10

Lake Whitney Cycle Ranch was the site of the opening round of the 1981 National Motorsports Association's Texas and Louisiana qualifying for the Ponca City Grand Nationals. Anyone who was looking for competition was at the ranch as 370 entries braved the weather and the finest riders in both states for points and beautiful trophies.

Practice on Saturday started on schedule but before its completion, first rain then hail was coming down. The beautiful Lake Whitney track took all Mother Nature had to offer and bounced back. About one o'clock the first round of the 250cc Novice riders were off and running on an excellent race track. The sun was shining and continued shining for the rest of the weekend.

The 125cc Stock Expert race was a real thriller as Jerry Surber, Jr. and Terry Thomas traded moto wins with Thomas coming out on top with his second moto win for the overall. In the Modified 125cc Expert class, it was John Holley on a Kawasaki with the holeshot, but Surber was not to be denied as he passed Holley coming out of the Whitney gully in mid-air, taking him out in the process. Mike Feser ran a consistent race with second and third-place finishes for second overall behind Surber.

The 250cc Expert winner was Kevin McMillian with a perfect one and one followed by Glen Goodier and Billy Joe Howe.

In the Mini Expert classes, Danny Storbeck and Stacy Merek tied up for two days. Storbeck, with some beautiful riding for a 13-year-old, dominated three classes. Next race, who knows?

The 105cc class is a premier event at all NMA races. Today's winner was San Antonio's own Danny Storbeck but not until Stacy Marek led for four laps, Kit Vick ran a great race to finish third behind Marek.

This year, the 100cc class has been changed and is now for riders through 15. Another class is for riders 16 to 18-years old. Wesley Wiggins from New Iberia, LA, who spent most of last season in a cast, blew the through 15 class away with both moto wins. Jo Lynn Plander and Mike Davis dueled it out for second with Plander coming out on top. Floyd Robbins rode his usual outstanding race to outdistance Ken Fox and Mark Filler in the 16-18-year old class. If you think Fox wasn't in some fast company, Robbins and Filler were both nationals winners in the 100cc class at Ponca City last year.

Michael Merlo, who was a beginner last year, came on strong in his first 83cc Novice race of the year with the victory. As always, the racing was furious in this class with lots of riders with trophies in their eyes. Kim Romero from LA was a new face this year and made his trip worthwhile with a strong finish in the Stock class but not without some heat from Mike Rice.

There were a total of 29 individual races run each day, with many fine performances and individual efforts. Space does not permit mention of all of them, but rest assured anyone who left with a trophy knew he had been in a race.

The next race of the series will be held at the Conroe track on June 6-7. For information concerning this race or the NMA, contact regional director Bob Holley at 713/849-0937. The upcoming Conroe race is shaping up to be as great a success as Lake Whitney.

After Conroe, the series goes to Lafayette, LA, Austin, TX, and to the fine track at Rio Bravo in Houston for the regional finals. There are some real fireworks planned for the fourth of July at Rio Bravo. Pro Trac trailers will be giving away a nice gift certificate on the purchase of a new trailer. Rick Johnson of Tex Air Shocks will be offering awards to anyone using his product and winning. All this and much more, in addition to the new Yamaha YZ80 will be raffled off. •

Results

61 PEE WEE STOCK THRU 8: 1: Colin Edwards; 2. Edward "Ross" Dhayer; 3. Crispy Vreeland.
61 PEE WEE MOD THRU 8: 1. Colin Edward (11); 2. Terry Richards; 3. Crispy Vreeland.
61 JR CYCLE STOCK THRU 8: 1. J.R. LaRose; 2. Eric Culver; 3. Crispy Vreeland.
61 JR CYCLE MOD THRU 8: 1. J.R. LaRose; 2. Eric Culver; 3. Dennis Richards.
61 JR CYCLE STOCK NOV 9-11: 1. Harlen Willoughby; 2. Chris Babin; 3. Marvin Plander.
61 JR CYCLE MOD NOV 9-11: 1. Harlan Willoughby; 2. Jason Langford; 3. Chris BAbin.
61 JR CYCLE STOCK INT 9-11: 1. Gary Stevenson (11); 2. Blake Garland; 3. Dave Shade.
61 JR CYCLE MOD INT 9-11: 1. Jason Jessup; 2. Cody Marek; 3. Scott Thomas.
83 MINICYCLE STOCK NOV 9-11: 1. Blake Garland; 2. Gary Stevenson; 3. Cody Marek.
83 MINICYCLE STOCK INT 9-11: 1. Scott Thomas; 2. Shane LeBlanc.
83 MINICYCLE MOD NOV 9-11: 1. Dale Storbeck; 2. Joe Bob Ebers; 3. Harlan Willoughby.
83 MINICYCLE MOD INT 9-11: 1. Scott Thomas; 2. Shane LeBlanc; 3. Jason Jessup.
83 MINICYCLE STOCK BEG 12-14: 1. Glen Rice; 2. Bill Craig; 3. Gary Amason.
83 MINICYCLE STOCK NOV 12-16: 1. Michael Merlo; 2. Kim Romero; 3. Mike Rice.
83 MINICYCLE STOCK INT 12-16: 1. Kit Vick; 2. Bubba Ebarb; 3. Rodney King.
83 MINICYCLE STOCK EX 12-16: 1. Danny Storbeck; 2. Stacy Marek; 3. Jeff Gibson.
83 MINICYCLE MOD BEG 12-16: 1. Glen Rice; 2. Gary Amson; 3. Bob Fox.
83 MINICYCLE MOD NOV 12-16: 1. Dwight Broussard; 2. Michael Merlo; 3. Billy Compton.
83 MINICYCLE MOD INT 12-16: 1. Kit Vick; 2. Jeff Davis; 3. Rusty Dovell.
83 MINICYCLE MOD EX 12-16: 1. Danny Storbeck; 2. Stacy Marek; 3. Jeff Gibson.
105 MINICYCLE MOD OPEN 9-11: 1. Shane LeBlanc; 2. Boyd Rowland; 3. Darin Champagne.
105 MINICYCLE MOD OPEN 12-16: 1. Danny Storbeck; 2. Stacy Marek; 3. Kit Vick.
100 MOTORCYCLE STOCK SCH. BOY THRU 15: 1. WEsley Wiggins; 2. Jeff Gibson; 3. Mike Davis.
100 MOTORCYCLE STOCK SCH. BOY 16-18: 1. Floyd Robbins; 2. Rusty Pipes; 3. James Felts.
100 MOTORCYCLE MOD SCH. BOY THRU 15: 1. Wesley Wiggins; 2. Joe Lynn Plander; 3. Mike Davis.
100 MOTORCYCLE MOD SCH. BOY 16-18: 1. Floyd Robbins; 2. Ken Fox; 3. Mark Filler.
125 MOTORCYCLE STOCK NOV THRU 21: 1. Bobby Morris; 2. Brett Wagnon; 3. John Sturgis.
125 MOTORCYCLE STOCK INT THRU 21: 1. Bubba West; 2. Bobby Wilson; 3. Jerry LeBlane.
125 MOTORCYCLE STOCK EX THRU 21: 1. Terry Thomas; 2. Jerry Surber; 3. Mike Feser.
125 MOTORCYCLE MOD NOV THRU 21: 1. Rusty Pipes; 2. Brett Wagnon; 3. Glen Kotulek.
125 MOTORCYCLE MOD INT THRU 21: 1. Bobby Wilson; 2. Leslie Ebuk; 3. Chris Wells.
125 MOTORCYCLE MOD EX THRU 21: 1. Jerry Surber; 2. Mike Feser; 3. Floyd Robbins.
250 MOTORCYCLE MOD NOV THRU 21: 1. Bobby Morris; 2. Mitch Carnes; 3. John Ensign.
250 MOTORCYCLE MOD INT THRU 21: 1. Mike Smith; 2. Scott Bucsanyi; 3. Woody Atwood.
250 MOTORCYCLE MOD EX THRU 21: 1. Kevin McMillen; 2. Glen Goodier; 3. Billy Joe Howe.
125 NOV STOCK FINALS: 1. Rusty Pipes; 2. Glen Kotvlek; 3. Brett Wagnon.

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THURS	May 28	MOTOCROSS	O.C.I.R.
FRI	May 29	MOTOCROSS	Corona
THURS	June 4	ODSY, 3 WHLRS	Corona
THURS	June 4	MOTOCROSS	O.C.I.R.
FRI	June 5	MOTOCROSS	Corona

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June 6 — Saturday Saddleback

TT SCRAMBLES
June 14 — Lightweights, Perris

GRAN PRIX
July 4/5 — So Cal, Cal City

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CALENDAR

CHAMPIONSHIP EVENTS

AMA/Winston Pro Series

5/30	Louisville, KY/H-M
5/31	Elkhart Lake, WI/RR
6/6	Harrington, DE/H-M
6/14	Indianapolis, IN/M
6/21	Loudon, NH/RR
6/26	Hinsdale, IL/TT
6/28	Maryville, TN/H-M
7/4	Topeka, KS/H-M
7/19	Monterey, CA/RR
7/25	DuQuoin, IL/M
8/7	Hinsdale, IL/ST
8/9	Peoria, IL/TT
8/16	Pocono, PA/RR
8/22	Tulsa, OK/H-M
8/29-30	Indianapolis, IN/M
9/13	Syracuse, NY/M
9/20	San Jose, CA/M
9/26	Gardena, CA/H-M

AMA Superbike Road Race Series

5/30	Elkhart Lake, WI
6/20	Loudon, NH
7/18	Monterey, CA
8/16	Pocono, PA
9/13*	(Pro-Am) Kent, WA
10/4*	(Pro-Am) Daytona Beach, FL

(* Tentative)

AMA National Championship MX Series

6/7	St. Petersburg, FL/250-500
6/14	Castle Rock, CO/250-500
6/28	Binghampton, NY/125-500
7/5	Buchanan, MI/125-500
8/2	Washougal, WA/125-500
8/16	Carlsbad, CA/125-500

AMA Supercross Series

7/11	Los Angeles, CA
11/14	San Diego, CA

1981 Trans-USA MX Series

9/20	Lexington, OH
9/27	Buchanan, MI
10/4	Atlanta, GA
10/11	New Berlin, NY
10/18	Sacramento, CA

AMA National Enduro Schedule

Eastern Region

8/23	100 mi. Nat'l Greylock Riders M.C. Pittsfield, MA 413/443-6369

Central Region

5/31	100 mi. Nat'l Dusty Wheels M.C. Shreveport, LA 318/929-2110
6/14	100 mi. Nat'l White River Enduro Riders Allendale, MI 616/895-7715
9/13	100 mi. Nat'l IN/IL/KY Enduro Riders Assn. Evansville, IN 812/867-2937
11/8	100 mi. Nat'l Tulsa Enduro Riders Assn. Tulsa, OK 918/258-2641

Western Region

10/25	125 mi. Nat'l Mt. Baker M.C. Bellingham, WA 206/733-1694
11/1	100 mi. Nat'l Checkpoints M.C. Whittier, CA 213/691-4186

AMA Two-Day Qualifier Series

6/6-7	Livingston, TN Cross Country Ent. Gallatin, TN 615/452-7096

National Drag Race Schedule NHRA/NMRA

6/13-14	NHRA Spring Natls. (Pro Stk. only) Columbus, OH
6/27-28	NMRA Midwestern Natls., Cincinnati, OH
7/18-19	NHRA Summer Natls. (Pro Stk. & Sup. Elim.) Englishtown, NJ
8/8-9	NMRA Golden State Natls., Fremont, CA
8/22-23	NMRA Longhorn Natls. Ft. Worth, TX
9/5-7	NHRA U.S. Natls. (Top Fuel & Sup. Elim.) Indianapolis, IN
10/3-4	NMRA U.S. Natls. Atco, NJ
10/17-18	NHRA Winston World Finals (Top Fuel only) Orange, CA

Dragbike!

6/5-7	Cincinnati, OH
6/27-28	Rising Sun, MD
7/10-12	Baton Rouge, LA
8/1-2	Union Grove, WI
8/7-8	Belle Fousche, SD
9/5-6	Cicero, NY
9/19-20	Columbus, OH
10/24-25	Jackson, TN
11/28-29	Gainesville, FL

IDBA

6/6-7	Louisville, KY
8/15-16	Cleveland, OH
9/12-13	Houston, TX
10/10-11	Gulfport, MS

AMA/Dragbike! Western Championship Series

6/13-14	Fremont, CA
7/25-26	E. Irvine, CA
10/24-25	Las Vegas, NV
11/14-15	Tucson, AZ

Battle of the Twins National Championship Road Race Series

5/30-31	Elkhart Lake, WI
6/20-21	Loudon, NH
7/18-19	Pocono, PA
8/15-16	Pocono, PA
9/19-20	Gatlen, MI
10/3-4	Daytona Beach, FL
11/-	TBA
3/19/82	(Nat'l. Final) Daytona Beach, FL

SCORE Race Schedule

6/5-7	Baja Internacional Ensenada, Baja California, Mexico
8/6-9	SCORE Off Road World Championship Riverside Int'l. Raceway Riverside, CA
9/25-27	SCORE Off Road Championship Golden State Int'l. Raceway, Sonoma, CA
11/3-6	Baja 1000 Baja California, Mexico

AMA/ATA National Trials Series

6/14	New York
6/20-21	Pennsylvania
9/5	Washington
9/6-7	Oregon
10/3-4	Illinois

World Championship Road Race Series

5/31	Rijeka, Yugoslavia
6/27	Assen, Holland
7/5	Spa, Belgium
7/12	Imola, Italy
8/2	Silverstone, England
8/9	Imatra, Finland
8/16	Anderstorp, Sweden
8/30	Brno, Czechoslovakia

World Championship Endurance Race Series

6/14	Nurburgring, Germany
6/21	Zeeltweg, Austria
7/11-12	Barcelona, Spain
7/26	Suzuka, Japan
8/15-16	Spa, Belgium
9/6	Mugello, Italy
9/27	England

World Championship MX Series

125cc

5/31	Poland
7/5	Switzerland
7/19	LEXINGTON, OH
8/2	Finland
8/9	Czechoslovakia
8/16	Spain

250cc

5/31	Bulgaria
6/14	Switzerland
6/21	Hawkstone Park, England
7/5	West Germany
7/26	NEW BERLIN, NY
8/9	Russia
8/16	Holland

500cc

5/31	Italy
6/14	France
6/21	CARLSBAD, CA
7/5	Farleigh Castle, England
7/19	Holland
7/26	Czechoslovakia
8/2	Belgium
8/9	Luxembourg

Sidecar

5/31	Sweden
7/19	Beenham Park, England
7/25	Whitehead, Ireland
8/2	Austria
8/9	France
8/23	Switzerland
8/30	Denmark

World Championship Trials Series

5/31	Austria
6/14	WATKINS GLEN, NY
9/6	Finland
9/13	Sweden
9/20	Czechoslovakia
9/27	West Germany

Other Major Events Abroad

5/28-30	FIM Rally Vrnjacka Banja, Yugoslavia
6/6-12	Isle of Man TT Isle of Man
6/21	Speedway Pairs World Final Chorzow, Poland
7/12	Commonwealth Speedway Final Bellevue, England
7/25	Intercontinental Speedway Final Vojens, Denmark
7/25	Continental Speedway Final Prague, Czechoslovakia
8/16	Speedway Team World Final Olching, West Germany
8/22	Ulster Grand Prix Ireland
8/23	Sidecar World Grass Track Final Assen, Holland
9/5	Individual World Speedway Final Wembley, England
9/6	Trophee des Nations (250cc) Belgium
9/13	Motocross des Nations (500cc) West Germany
9/13	Solo World Grass Track Final Lussac, France
9/19-20	Bol d'Or Endurance Race Paul Ricard, France
9/20	World Long Track Final Gornja Radgona, Yugoslavia
9/27	Coupe des Nations (125cc) Italy
10/5-10	ISDE Isle of Elba, Italy

National Road Runs

7/4*	Nat'l. Field Meet Championship San Antonio, TX
8/2	Western Timed Road Run Clackaman, MO
8/3-8	Black Hills Motorcycle Classic, Sturgis, SD
8/11-15	Vetter Rally Waverly, TN
9/5-7	AMA Nat'l. Championship Poker Run Defiance, OH
9/5-7	Three Flags Classic Tijuana, Mexico — Vancouver, Canada
9/30-10/3	Aspencade Motorcyclist Convention Ruidoso, NM
10/11	Eastern Timed Road Run Holden, LA
11/28	CYCLE NEWS B-to-V Poker Run Barstow, CA — Las Vegas, NV

(* Tentative)

NMA Grand National Series Championship

Western #1 Region
Ron Henricksen 714/885-1602

6/14	Irvine, CA
6/28	Valencia, CA
7/4-5	Barona Oaks, CA
7/12	Saddleback, CA

Western #2 Region
Larry Kleist 415/794-4634

6/7	Livermore, CA
6/21	Brentwood, CA
6/28	Livermore, CA

Arizona Region
Ron Keyes 602/795-2238

6/7	Havasu, AZ
6/20	Phoenix, AZ
6/27	Tucson, AZ
7/4-5	Safford, AZ

Northwest Region
Kayleen Ward 206/568-4739

6/7	Spanaway, WA
6/21	Mabton, WA

Rocky Mtn. #1 Region
Bob Lindsey 303/599-9525

5/30-31	Colorado Springs, CO
7/11-12	Trinidad, CO

Rocky Mtn. #2 Region
Wayne Liedberg 801/966-0217

6/13-14	Salt Lake City, UT
7/11-12	Salt Lake City, UT

Southwest Region
Bruce Macrae 505/344-9422

5/31	Clovis, NM
6/7	Albuquerque, NM
6/14	Santa Fe, NM
6/21	Farmington, NM

High Plains Region
Arthur Jones 806/447-2812

6/6-7	Lubbock, TX
6/20-21	Le Fores, TX
7/4-5	Abilene, TX

Texas Region
5/31	Clovis, NM
6/7	Albuquerque, NM
6/14	Santa Fe, NM
6/21	Farmington, NM

High Plains Region
Arthur Jones 806/447-2812

6/6-7	Lubbock, TX
6/20-21	Le Fores, TX
7/4-5	Abilene, TX

Texas Region
Bob Holley 713/849-0937

6/6-7	Conroe, TX
6/13-14	Lafayette, LA
6/20-21	Austin, TX
7/4-5	Houston, TX

Central Region
Gil Madrid 816/761-0245

6/6-7	New Boston, MO
6/20-21	Lake City, MO

Ozark Region
Jerry Britt 405/598-3679

6/13-14	Shawnee, OK
6/27-28	Tulsa, OK

Grand National Championship
8/12-16	Ponca City, OK

EVERY WEEK

Tuesday

AMA SPEEDWAY
Ventura Raceway, Ventura County Fairgrounds, Ventura, CA. N on 101 to California St. Div. 1-3. Gates open 7 p.m., race 8. Entry $7 riders, $5 mechanics, watch $4.50. Raceway Promotions. Info 805/985-5433 (Jim Naylor).

MINICYCLE RACES
Richmond Rod & Gun Club, 3155 Goodrick Ave., Richmond, CA. 100cc max., 17" wheels, riders must be at least 18. A/B/C/OT/PP classes + special club & 4-stroke races. Contingencies. Race 7 p.m. Entry $5, watch $2. Info 415/235-7322, 7447 (Stan).

Wednesday

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Durham Rd. @ Hwy. 17. All CMC classes inc. Vets/OT. 30% trophies, 100% Pro p.b. Challenging course, new lighting, snack bar & grandstands. Gates open 5 p.m., sign up closes 6:30, prac. 6-7, race 7:30. Entry $12, watch $4, jrs. $3, 8-12 $2. CMC lic. req., avail. @ track. Info 415/651-2545.

CMC NIGHT MOTOCROSS
Speedway 117, Chula Vista, CA. I-5 or 805 S to Junction 117, E 5½ mi. (end of Brown Field Airport). All classes + 3-wheelers & go karts. Merchandise awards & trophies every night, 150% Pro p.b. Coca-Cola stadium type track. Sign up 4:30 p.m., prac. 6-7, race 7:30. Entry $12. Info 714/690-6414.

AMA SPEEDWAY
Inland Motorcycle Speedway, National Orange Show Fairgrounds, San Bernardino, CA. I-10 to 15E turn-off. Div. 1-3, $1225 guaranteed purse + $250 pt. fund or 30% gate. Free programs, parking; preferred parking avail. ($1 N end). Gates open 6:30 p.m., race 8. Entry $7 rider, $5 mech. American Raceways, Inc. Info 213/446-2241, 0969 (K. Rutherford), 714/884-4092 (track), 889-4554 (ticket booth).

Thursday

CMC NIGHT MOTOCROSS
Ascot Park, 183rd & S. Vermont Ave., Gardena, CA. All classes inc. complete div. of Vets & OT. Challenging 5/8-mi. course, clean pits, good lighting, permanent restrooms & snack bars, free parking & grandstands. 30% trophies + Pro p.b. CMC lic. req., avail. @ track. Gates open 5 p.m., sign up closes 6:30, prac. 6-7, race 7:30. Entry $12, watch $4.50, jrs. $3.50, 8-12 $2. Info 714/557-3323.

R.A.C.E. MOTOCROSS
Orange County Int'l. Raceway, Irvine, CA. I-5 @ Sand Canyon Ave. or I-405 @ Irvine Center Dr. to Sand Canyon. All classes, 30% trophies, 100% Pro p.b. Gates open 5 p.m., prac. 6, race 7. Entry $7, non-memb. $9 (memb. not req.), Pros $15, watch $4, jrs. $3, under 12 $1. Info 714/552-5511 (Steve Crosby).

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1¼ mi. N on rt. 50-Open, separate C class motos. Gates open 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 (Larry Hanson).

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy. 91 E to Buchanan exit. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

D-36 NIGHT SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All classes, D-36 pts. & trophies only. Gates open 5 p.m., sign in 5:30, race 7. Entry $11, watch $4. D-36 rules enforced, no rider insur. Info 415/798-5695, 634-3328 (Tom Anderson).

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, 5305 Excelsior Rd., Sacramento, CA. E on Hwy. 50, S on Bradshaw Rd., E on Jackson Hwy., N on Excelsior. Professional lighting, 5/8-mi. course, free parking, new grandstands. Gates open 5 p.m., prac. 6, sign up 5:30-7, race 7:30. Info 916/363-2653.

AMA SPEEDWAY
Orange County Fairgrounds, Costa Mesa, CA. San Diego Fwy. (405) to Newport Fwy. (55) S, rt. on Fair. Div. 1-3. Free parking & programs. Gates open 6:30 p.m., racing starts 8. Adult admission $5. International Speedway. Info 714/492-9933.

AMA SPEEDWAY
Gold Country Fairgrounds, Auburn, CA. 30 mi. E of Sacramento off I-80. Div. 1-3 + Jr. Spdwy. $1225 purse. Gates open 6:30 p.m., race 8. Entry $7. Speedway Racing Ent. Info 916/448-7557, 485-7140 (Jann Houston).

TEXAS

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E. Mount Houston Rd., off Hwy. 59 N. All classes. Trophies thru 6 places to Am., Ex. 100% p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse $300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. starts 7. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th Street. Race 8 p.m. Info 713/482-7593.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gates open 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $11, Pros $17. No memb. or mail entry req. 33.33% trophies. 714/495-4771.

AMA STADIUM MOTOCROSS
Altamont Motor Speedway, Altamont, CA. 7 mi. W of Tracy, take Grant Line Byron rd. off 580 to Midway Rd. All classes, 100% Pro p.b. Gates open 3 p.m., sign up 3:30, prac. 4:30, race 6. Entry $13, Pro/Ex. $15 + $3. Info 209/835-1140 (Duke Southard).

NITE DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. 714/727-1171.

D-36 SEMI-PRO SHORT TRACK
Cycleland Speedway, Chico, CA. 14 mi. S of town, U.S. Hwy. 99E & Gage-Shippee Rd. exit. Mini-500, Sptsmn. & Semi-pro, cushion surface. AMA & D-36 rules enforced, class C trac. & full leathers req. Gates open 5 p.m., prac. 7, race 8. Entry $8, Semi-pro $4, 2nd bike $6. Moural Associates. Info 916/342-0063 (Lowell/Eliz. Moural).

AMA SPEEDWAY
Town & Country Fairgrounds, Napa, CA. Silverado Trail Rd. Div. 1-3 + Jrs. Pit gates open 6 p.m., race 7:30. Entry $7 mech. & rider. Call 1 wk. prior to race to get on program. Mother Goose Racing Ent. Info 707/252-8772, 702/252-0905 (Dennis Robinson).

WASHINGTON

WASHINGTON FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1¼ mi. N on rt. Mini-Open, Am. & Semi-pro. Gates open 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

TEXAS

PRO-AM SHORT TRACK
Ross Downs, Hwy. 26, Colleyville, TX. Btwn. Grapevine & Ft. Worth. Micro Mini-750s, trophies & $. Gates open 6 p.m., prac. 6:30, race 8:30. Entry $6, Pros $10. Info 214/357-5058 (Bob Bagwell).

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn. I-40 and I-240 on S. Douglas off S. 59th. All classes, 10 trophies/class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next to U.S. Customs Building. Gates open 8 a.m. to 6 p.m. Tech at 8. Admission $5 to race or watch. Kids under 12 yrs. free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, Inc. 213/672-1814.

May 27

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan St. btwn. Corona & Riverside. Half-mile & ST. 30% trophies, 80% Pro p.b. Gates open 5:30 p.m., prac. 6:30, race 7:30. Entry $7, Pros $10. Info 714/689-1913, 735-1705 (Elaine Jones).

May 29

CALIFORNIA SUPERBIKE SCHOOL
Riverside Raceway, Riverside, CA. Everything provided: bikes & gear, classroom seminar & track time. Morning & afternoon sessions. Tuition $120, machine damage policy (voluntary) $7, medical insurance ($5000

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May 8th Friday Night	Indian Dunes
May 22nd Friday Night	Indian Dunes
May 31st Sunday	Indian Dunes-Dunestown G.P.
June 7th Sunday	Carlsbad
June 7th Sunday	Arroyo
June 7th Sunday	Indian Dunes
June 12th Friday Night	Indian Dunes
June 14th Sunday	Saddleback
June 21st Sunday	Indian Dunes
June 26th Friday Night	Indian Dunes
June 28th Sunday	Saddleback
July 5th Sunday	Arroyo

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June 6-20
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SRA Schedule
MAY 17 HILLTOPPERS G.P. (ROSARITO BEACH)
MAY 31 CARLSBAD G.P.
JUN 21 RIVERSIDE G.P.
714-828-1358

CRC RACE SCHEDULE
MAY 31 — MOTOCROSS
Carlsbad
MAY 31 — GRAND PRIX
Dunestown — Indian Dunes
Yamaha/Budweiser Series
L.A. Coliseum Qualifier
JUNE 7 — MOTOCROSS
Arroyo — L.A. Coliseum Qualifier
JUNE 7 — MOTOCROSS
Carlsbad — L.A. Coliseum Qualifier
JUNE 7 — MOTOCROSS
Indian Dunes — L.A. Coliseum Qualifier
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AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% trophies, p.b. to Pros. Pro For A Day qualifier. Gates open 5 p.m., prac. 7, race 8. Entry $10, Pros $13. AME lic. req. Info 213/881-5778.

May 30

UTAH TRIALS
Cedar City, UT. Follow lime from N I-15 exit. Classic homemade trophies. Sign up 9 a.m. Mail entry (closes 5/25) $5, post $6. Wasatch Trials Assn./ Southern NV Bogwheelers. Info 801/586-4389 (Ed Oldroyd).

AFM NEW RIDER SCHOOL & OPEN PRACTICE
Riverside Raceway, Riverside, CA. Hwy. 60 E of town to Day St., rt. to track. Gates open 8 a.m. Entry $50 all day, school or prac. Info 714/523-3892 (Harry Bresach).

WORLD CHAMPIONSHIP SPEEDWAY QUALIFIER
Los Angeles Coliseum, Los Angeles, CA. Near USC at Figueroa and Santa Barbara. First race 8 p.m. Tickets avail. through Ticketron or World Class, PO Box 3334, San Clemente, CA 92672. 714/492-9933.

D-36 SHORT TRACK
Lodi Cycle Bowl, 5801 E. Morse Rd., Lodi, CA. No rider insur., D-36 rules apply. 100% Pro p.b. Gates open 5:30 p.m., sign up 6-7:30, prac. 6:30, race 8. Entry $8, 2nd bike $6, Pros $8, watch $3. Info 209/368-7182, 931-3722 (Barbara).

MONTEREY BAY RAMS SHORT TRACK
Monterey Fairgrounds, Monterey, CA. All classes to 500cc. Gates open 5 p.m., prac. 6:30. Entry $8, Semi-pro $11 ($8 p.b.). Info 408/394-8225 (Bob Rosa).

May 31

AFM ROAD RACE
Riverside Raceway, Riverside, CA. Hwy. 60 E of town to Day St., rt. to track. BS/Prod./SS/GP & Sidecar classes. Gates open 7:30 a.m., prac. 9, race 1 p.m. Entry $30 1st entry, $15 ea. add'l., watch $5. Info 714/523-3892 (Harry Bresach).

MARIN COUNTY MOTORCYCLE ASSN. OPEN HOUSE
Gambonini Ranch, Marshall, CA. U.S. 101 to Novato (25 mi. N of SFO), S. Novato Blvd. W to Marshall-Petaluma Rd., turn rt. & go 1 mi., left on Wilson Hill Rd. 5 mi. Over 3000 acres of forested trails avail., bring off road bike w/spark arrestor & helmet. All welcome, food provided. Starts 10 a.m. Info 415/453-1787 (Pete McConnell).

OCTA OBSERVED TRIALS
Bosler, WY. 2 mi. S of town on US 30, go NE onto Wyo. 34 five mi., turn off highway @ mile marker 5 & follow signs. Ladies & Jrs.-Ex. Helmets & mufflers req. Sign up 8-9 a.m., ride 10. Entry $5 OCTA memb., $8 non-memb. Oil Capital Trials Assn. Info 307/766-3088 (Ken Reed).

YAMAHA PERPETUAL GOLD CUP MOTOCROSS SERIES
Clarkia, ID. Pee Wee-Masters + 3 wheelers, 33% trophies, $3000 Pro p.b. to 8 places. Series $ & contingencies, must ride 8 events to qualify. Entry $10 + gate, Pros $25 + gate. Info 208/245-4940 (Butch Pharness).

D-36 MOTOCROSS
Thompson Peak MX, Janesville, CA. Mini-OT, no rider insur. Sign up 7-8 a.m., prac. 8-9, riders mtg. 9:15, race 9:30. Entry $15, Semi-pro $15 + $5, watch $3, 2nd bike $5. Info 916/253-2626, 3309.

PORTERVILLE SEMI-PRO HALF-MILE
Porterville Spinners Airport Raceway, Porterville, CA. Gates open 9 a.m., prac. 10-11, race noon. Info 209/784-8335 (Jess Land), 2825 or 8100 (Jack Roberts).

TULSA MOTOCROSS
Tulsa, OK. 1/2 mi. N. of old Odyssey track or 1/4 mi. S. of Tulsa Drag Strip off Hwy. 169 N. All classes, 30% trophies, 100% Ex. p.b. All new natural terrain track, 128-ft. start gate. Prac. 9 a.m., riders mtg. 10, race 10:30. Entry $8, Ex. $15. Tulsa Area Motorsports, Inc. Info 918/258-1121, 6129 (Marsha Harmon).

RACE DIRT TRACK
Canyon Raceway, Phoenix, AZ. 1½ mi. W of 99th Ave. & Carefree Hwy., just N of town. ST & TT, all welcome inc. ATC. 30% trophies, no riding Sat., camping @ ST area only. Gates open Sat. to 8 p.m. Sun. gates open 8 a.m., prac. 9, race 10:30, TT after 30 min. intermission. Entry $10, Ex. $14, gate fee $4 ($5 bike fee, refundable @ sign up), pit gate $2 ($1 to memb.). RACE of AZ. Info 602/843-1124, 938-2618 (M. Parks or D. Dillard).

WASHOUGAL MOTOCROSS
Washougal MX Park, Washougal, WA. From Vancouver, WA, E to Washougal Hwy. 14, follow signs to track. A/B/Prog. Pro classes, 33% trophies, 100% Pro p.b. New jumps & underpass. Gates open 7 a.m., prac. 8:30, race 10:15. Entry $9, Pros $14, watch $4. N.W. Motocross Enterprises. Info 503/620-5301 (Action OZ).

D-36 MOTOCROSS
Prairie City OHV Park, Sacramento, CA. All classes, bonus trophies to Sptsmn., 100% p.b. to Semi-pro. Hangtown track, Parts-in-the-Pits, Prog. Pro pts., El Toro concessions. No pit riding, dogs, bicycles. Gates open 6:30 a.m., prac. 7:30, race 9. Entry $13, Semi-pro $15 + $5, watch $4, kids $1. Boss MX. Info 209/952-3528, 415/829-5330 (Fred Dion).

AME MOTOCROSS
Spillway Park, Santa Maria, CA. Hwy. 101 to town, take Broadway exit into riverbed. Mini-Open + Vets, 30% trophies, 100% Pro p.b. Concessions, free O/N camping. Gates open 7 a.m., prac. 8:30, race 9. Entry $10, Pros $13. Info 805/937-6171 (Gene Dunne).

SRA CARLSBAD GP
Carlsbad Raceway, Carlsbad, CA. Palomar Airport Rd. off I-5. Finisher pins, 20% trophies. 0-200cc & Srs. prac. 8 a.m., race in a.m. 201-Open prac. 12:30 p.m., prac. in p.m. Entry $12 mail, $15 post. SRA lic. req. Info 714/828-1358.

LAS VEGAS MOTOCROSS
Las Vegas Motocross Park, Las Vegas, NV. Abt. 20 mi. N of town, I-15 to Apex Rd. turnoff, rt. abt. 200 yds. to track. Pee Wee-OTH welcome, 33⅓% trophies, 50% Pro p.b. No concessions. Track open 8 a.m., prac. 9, race 10. No sign up after 9. Entry $12, Pros $15, watch $3, 6-11 $2. Las Vegas Mothers' Motocross Auxiliary. Info 702/361-6462, 6642, 382-0111.

WOODSIDE MOTOCROSS
Sandpoint, ID. 5 mi. N of town. 60-Open inc. Over 30 & Beg.; 30% trophies, 100% Pro p.b. Natural terrain, good dirt, no rocks, grass pits & infield. No camping on grounds, avail. nearby. Gates open 8 a.m., prac. 9-10, race 10:30. Entry $9, Pros $15, watch $2.50. Woodside Motocross Club. Info 208/263-4587 (Ernie Schoeffel).

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $10, Pros $15. Info 714/557-3323.

CRC DUNESTOWN CLASSIC GP
YAMAHA/BUD SERIES L.A. QUALIFIER
Indian Dunes, Valencia, CA. All CRC classes inc. [illegible]am race. 10-mi. GP cours[illegible] CRC GP & MX pts., 20% [illegible]ophies, $1000 purse, finis[illegible] pins, drawing for 2 Tri-M[illegible]. 1st race 8 a.m. M[illegible] entry [illegible]oses 5/23) $16, post $25, Pros same. CRC memb. req. Mail entries w/ [illegible]ck & 2 legal size SASE to: CRC, 24518 Island Ave., Carson, CA 90745. 213/830-7519, 714/689-6114.

D-37/DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, AMA Prog. Pro & D-37 MX pts. 30% same day trophies to Sptsmn. 100% Pee Wee trophies. Entry $8, Pros $12, non-memb. add $2. Memb. not req. Park open Tues.-Sun. Gates open 7 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. Info 714/653-8068, 5840, 7979.

IRA MOTOCROSS
Arroyo Cycle Park, San Bernardino, CA. About 10 mi. N of town on I-15E, off @ Palm Ave., turn left & follow signs. $1000 Pro purse, $1000 in products for Am. Info 714/359-1433, 689-6114 (Arroyo).

ARIZONA STATE MOTOCROSS CHAMPIONSHIP SERIES
Phoenix Supercross Raceway, 48th St. & Washington, Phoenix, AZ. All reg. classes, weekly & series trophies, 100% Pro p.b. Gates open 7 a.m., prac. 9, race 10. Entry $10, Ex. $15. Info 602/867-4769.

DIRT DIGGERS DINOSAUR TT SCRAMBLES
Ascot Park, Gardena, CA. 4-strokes only, limited entries, no memb. req. 125/250/350/500/ Open Twins/Open Singles/Early & Late Vintage/Sidehacks/Pro classes. 3 Class C-style # plates req. Sign in 7 a.m., prac. 8, race 9. Heats & semis run during day, mains during eve. Mail entry $15, post $20. Mail SASE to: Dirt Diggers M.C., 8439 Oso Ave., Canoga Park, CA 91304. 213/341-3005.

June 5

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes, running Int'l., Mini & ATC/Ody tracks. Prac. 7 p.m., race 8. Entry $9, Pros $13. CRC memb. req. Info 213/830-7519.

June 6-7

TEXAS MOTOCROSS DOUBLE HEADER
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8 places in Nov. classes. Concessions, showers, bathrooms. Entry $8, Ex. $15, gate $4. Sat. sign in 6 p.m., race 8. Sun. prac. 8 a.m., race 10. Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114, 273-2336 (track).

June 6

PORTERVILLE NIGHT MOTOCROSS
Porterville Spinners Airport Raceway, Porterville, CA. Gates open 5 p.m., prac. 6-7, race 8. Info 209/784-8335 (Jess Land), 2825 or 8100 (Jack Roberts).

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. Bakersfield Yamaha Series, 30% trophies, o/a high points win series. Gates open 5 p.m., prac. 7, race 8. AME lic. req., free O/N camping. Entry $10, Pros $13. Info 213/881-5778.

D-36 SHORT TRACK
Lodi Cycle Bowl, 5801 Morse Rd., Lodi, CA. Pee Wee-Open, 100% Semi-pro p.b. No rider insur. Class C trac., full leathers req. Gates open 5 p.m., prac. 6, race 8. Entry $8, watch $3. Stockton M.C. Info 209/477-8524, 931-3722 (Gerry Carr).

D-37/SADDLEBACK SATURDAY MOTOCROSS
Saddleback Park, Orange, CA. All classes + Vets & Women. D-37 & Prog. Pro pts., 33% trophies. 40-min. Pro motos, 30-min. Sptsmn. motos. Gates open 7:30 a.m., prac. 8, race 9. Entry $11, Pros $17. Info 714/496-8779 (Dennis Rosenberg).

MONTEREY BAY RAMS SHORT TRACK
Monterey Fairgrounds, Monterey, CA. All classes to 500cc. Gates open 5 p.m., prac. 6:30. Entry $8, Semi-pro $11 ($8 p.b.). Info 408/394-8225 (Bob Rosa).

June 7

RACE DIRT TRACK
Canyon Raceway, Phoenix, AZ. 1½ mi. W of 99th Ave. & Carefree Hwy., just N of town. ST & TT, all welcome inc. ATC. 30% trophies, no riding Sat., camping @ ST area only. Gates open Sat. to 8 p.m. Sun. gates open 8 a.m., prac. 9, race 10:30, TT after 30 min. intermission. Entry $10, Ex. $14, gate fee $4 ($5 bike fee, refundable @ sign up), pit gate $2 ($1 to memb.). RACE of AZ. Info 602/843-1124, 938-2618 (M. Parks or D. Dillard).

D-36 BENEFIT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. 4 mi. S of town @ corner of Walnut & Camino Diablo. All classes inc. PP/OT/Vets. Benefit race to raise funds for annual D-36 banquet & awards ceremony, final MX series race for OT & Vets (trophies to series winners @ end of day). AMA & D-36 cards req., avail. @ track. No rider med. insur. Steak dinner Sat. night, $6/person, reservations req. Gates open 6 a.m., sign up 6:30, prac. 7, race 8:30. Entry $13, Ex. $15 + $3, watch $4, 6-12 $1. Info 415/228-7615 (B. Davis), 707/762-1939 (L. Ritner), 209/267-0312 (C. Schafer), 916/961-3083 (J. Schmidt).

CRC SIDEWINDER FAMILY ENDURO
Sidewinder Road, Barstow, CA. Two 35-mi. loops, C under 16/Minis/Women go 1. CRC pts., 20% trophies. Start 7 a.m. Mail entry $16, post $18, non-memb. add $4. Mail entries & 2 legal size SASE to: CRC, 7601 Arlington Ave., Riverside, CA 92503. 714/689-6114 (days).

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. E of Riverside on Hwy. 60 to Theodore off-ramp. Barnes Yamaha of Barstow $2000 Pro purse, 100% Pee Wee trophies, 50% Vets, 30% other Sptsmn. Revised track, new start gate. Gates open 7 a.m., sign up 7:30, prac. 8:30, race 9:30. Entry $8, Pros $25, non-memb. add $2, memb. not req. Rain date 6/14. Info 714/653-8068, 5840, 7979.

RUTH LAKE MOTOCROSS
Ruth Lake, CA. Off Hwy. 101 @ Alton, up Hwy. 36, rt. @ Ruth Lake turn off, 9 mi. past dam. Pee Wee-Open Pro inc. Vets & Masters, 200/Ody/3-wheelers if enough riders. 33% trophies, 100% Pro p.b. by moto & o/a. O/N camping in designated areas only, not @ track. No pit riding, rider or spectator insur. Gates open 6 a.m., tech & sign up 6:30, prac. 7:45, riders mtg. 8:45, race 9. Entry $10, Pros $15, watch $3, 6-12 $2. Info 707/445-9747 (Rod or Cathy), 764-3034 (Leroy or Gail).

YAMAHA PERPETUAL GOLD CUP MOTOCROSS SERIES
Spanaway, WA. Pee Wee-Masters + 3-wheelers, 33% trophies, $3000 Pro p.b. to 8 places. Series $ & contingencies, must ride 8 events to qualify. Entry $10 + gate, Pros $25 + gate. Info 206/848-6335 (Bob Smith).

CRC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd. E. All classes. 2 long motos & cash for Pros. 2 motos & brass for Sptsmn. Entry $10, Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. Bakersfield Yamaha Series, qualifier for Pro For A Day. 30% trophies, o/a high pts. win series. AME lic. req. Free O/N camping. Gates open 7 a.m., prac. 8, race 9. Entry $10, Pros $13, Info 213/881-5778.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $10, Pros $15. Info 714/557-3323.

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy Barnett), 440-7935 (Ken Johnson).

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros, 2 motos & brass for Sptsmn. Entry $10, Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

LA QUALIFIER

KMC MOTOCROSS
Kleberg County Park, Kingsville, TX. Hwy. 77, 1 mi. S of town. All classes, 50% trophies to 6th, 100% purse. Entry $8, Ex. $12. Race starts @ noon. W. Bynum 512/592-6764.

6TH ANNUAL FRENCH TRIALS
Saddleback Park, Orange, CA. Beg.-Ex. inc. Sr. Entry $7, 1st time Beg. ride free. ATA/ITA. Info 714/879-0570 (Jean Fradette).

TULSA MOTOCROSS
Tulsa, OK. 1/2 mi. N. of old Odyssey track or 1/4 mi. S. of Tulsa Drag Strip off Hwy. 169 N. All classes, 30% trophies, 100% Ex. p.b. All new natural terrain track, 128-ft. start gate. Prac. 9 a.m., riders mtg. 10, race 10:30. Entry $8, Ex. $15. Tulsa Area Motorsports, Inc. Info 918/258-1121, 6129 (Marsha Harmon).

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4793.

June 19-21

LAST CHANCE TRAIL RIDE
Lake Tahoe, NV. 10th annual, A & B routes covering much of CA gold rush area. All activities center on Cal-Neva Lodge & Casino. Registration fee covers room, all meals, support vehicles & T-shirt. Chase Int'l., 5530 W. 190th St., Suite 166, Torrance, CA 90503. 213/360-0371.

June 29-Oct. 2

GUIDED BACKCOUNTRY TRAIL RIDES
Zeke's Backcountry Fraternal Assn., 1853 San Larue, Twin Falls, ID 83301. Adventures from 1 day to 2 weeks, no repetition of routes. Limited first come, first served reservations; now booking. Annual memb. $100, daily registration $25. Info 208/733-1315 (Zeke Miller).

Road Runs

June 14

STREET RIDE POKER RUN
Temple City Kawasaki, 5300 N. Rosemead Blvd., San Gabriel, CA. Hi & low hands 1st-3rd places, 100% finisher pins, prizes. Scenic ride, fun for all. Sign in 7 a.m.-10 a.m. Entry $5 ea. California Enduro Assn. Info 213/333-8594 (Kent Fullerton).

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

CALIFORNIA RACING CLUB PRESENTS
SIDEWINDER ENDURO
JUNE 7th
Barstow • 2 Loop (off Sidewinder Road)
FAMILY ENDURO
7 AM Start
20% TROPHIES • CRC POINTS
This is a REAL FAMILY ENDURO. The course will be relatively easy but interesting with emphasis on time keeping. It will be well marked with no bottle necks, impossible speeds or obstacles. Two loops approximately 35 miles each.
'C' riders under 16 years old, mini's and women go one loop. All others go 2 loops.
Mail Entry — $16.00
Post Entry — $18.00
Non-Members add $4
Mail entries and two (2) legal size self-addressed, stamped envelopes (SASE) to:
CALIFORNIA RACING CLUB
7601 Arlington Avenue — Riverside, California 92503
Info: (714) 689-6114 (days)
Keep the Fun in Your Racing — RACE CRC

DeAnza Cycle Park
PRESENTS
BARNES YAMAHA of BARSTOW
$2000.00 PRO PURSE — JUNE 7th
Revised Track — New Start Gates — Membership NOT Required
If Rained Out, Event Will Be Held On June 14
Pay Back Per Class
1st $250 5th 50
2nd 150 6th 35
3rd 100 7th 25
4th 70
(714) 653-8068
(714) 653-5840
(714) 653-7979
DeAnza Cycle Park Racing Club
MX Racing Every Sunday
30% Same Day Trophies
50% Vets — 100% Trophies Pee Wees
ENTRY FEE
$25 PRO
$8 Sportsman
Non-Members add $2.00
Pay Once, Stay All Weekend
Gate Opens 7 a.m., Practice 8:30
Race 9:30

Open 7 Days 714-558-1584
CMC-MX / ITA Trials } 1st & 3rd Sundays
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
SADDLEBACK PARK

BILL'S PIPES
P.O. Box 844, Norco, CA 91760
(714) 371-1329

NMA
NATIONAL & REGION ACTIVITIES
SANCTIONS — MEMBERSHIPS
CONTACT: NMA P.O. BOX 46 NORWALK, CA 90650 213-868-8112
NATIONAL MOTOSPORT ASSOCIATION
MINICYCLE — MOTORCYCLE
MOTOCROSS

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NORRIS CYCLE PRODUCTS
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IMS
INLAND MOTORCYCLE SPEEDWAY
★Wednesdays★
Orange Show grounds San Bernardino
(213) 446-0969

SUPERBOWL OF MOTOCROSS
Saturday, July 11th
Los Angeles Coliseum
AMA SANCTIONED
Stadium Motorsports Corporation
P.O. Box 1523, Laguna Beach, CA 92651

J. C. Agajanian Presents:
CMC MOTOCROSS
CHALLENGING COURSE
THURSDAY NIGHTS
7:30 P.M.

CMC

Ascot
18300 S. VERMONT AVE.
GARDENA
(213) 321-1100 (213) 323-1142

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3432 Sylvania Ave.
Toledo, OH 43623
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$24.95
White - Red - Yellow - Green
Easy to mount.
419/472-7739

RESULTS

AME Motocross
Spillway Park
Santa Maria, CA
May 10, 1981
By Rosemary Rivera

MINI JR	
Todd York	Yam
83 INT	
Gary Riekki	Yam
Steve Seim	Kaw
250 JR	
Larry Heschke	Hus
Gus Mueller	Hon
Ken Symer	Hon
250 INT	
Brett Simonson	—
Mike Hampton	Mai
125 JR	
Frankie Lowers	Suz
Gilbert Rivera	Suz
125 INT	
Robbi Querfurth	Suz
Terry Hampton	Yam
125 PRO	
Eddie Rerry	Yam
Sam McAllister	Yam
OPEN JR	
Terry Evans	KTM
John Hard	Mai
250 PRO	
Rob Martindale	Mai
Bill Keese	—

Motocross
PIR Delta Park
Portland, OR
May 14, 1981
By Jan Newman

PEE WEE JR	
Grant Bergstrom	Yam
Denny Kishpaugh	Yam
Kenny Bufton	Yam
PEE WEE EX	
Britt Woodring	Yam
MINI JR	
Randal Klettke	Hon
Mark Baumgardner	Kaw
Glenn Hunter	Suz
MINI INT	
Jeff Miles	Yam
Corey Evans	Yam
MINI EX	
Rick Celorie	Yam
100 JR	
Mike Klettke	Suz
Brent Kiggins	Yam
John White	Suz
125 JR DIV I	
Mike Baumgardner	Suz
Ron Dykgraaf	Yam
Rob Williams	Suz
125 JR DIV II	
Rick Warnick	Kaw
Ron Hyde	Yam
Darrel Sexton	Suz
125 INT	
Darrin Currier	Kaw
Rick Bozarth	Suz
Jess Dirks	Suz
125 PRO	
Eric Hall	Yam
Ron Vandehey	Hus
Daryl Semmler	Yam
250 JR	
Bob Robinson	Kaw
Harold Koehler	Mai
Ric Fandrey	Hon
250 INT	
Kris Ovall	Hon
Jerry Wilson	Hon
250 PRO	
Tim Michlitsch	Kaw
Daryl Semmler	Yam
Randy Hubbard	Suz
OPEN JR	
Grayson Hart	Yam
Rex Rigby	Mai
Jeff Yaw	Yam
OPEN INT	
Rick Wylder	Kaw
Larry Sause	Hon
Jim Parks	Yam
OPEN PRO	
Tim Michlitsch	Kaw
30 TO 40	
Larry Sause	Hon
Jim Parks	Yam
OT	
John Semmler	Yam

Motocross
PIR Delta Park
Portland, OR
Apr. 30, 1981
By Jan Newman

PEE WEE JR	
Dennis Kishpaugh	Yam
Grant Bergstrom	Yam
Chris Fleming	Yam
PEE WEE EX	
Jeff Daily	Yam
Britt Woodring	Yam
MINI JR	
Charles Chase	Kaw
Glenn Hunter	Suz
Randal Klettke	Hon
MINI INT	
Jeff Miles	—
Jim Sawtell	Yam
MINI EX	
Rick Celorie	Yam
Mike Klettke	Suz
100 JR	
Steve Hiersche	Yam
Scott Kelly	Suz
Darren Cooper	Yam
125 JR DIV 1	
Darren Monen	Hon
Mike Lee	Yam
Mike Sellman	Yam
125 JR DIV 2	
Mike Baumgardner	Suz
Don Robinson	Suz
Rick Warnick	Kaw
125 INT	
Jess Dirks	Suz
Darrin Currier	Kaw
Randy Jungwirth	Kaw
125 PRO	
Eric Hall	Yam
Ted Holt	Suz
Doug Lange	Kaw
250 JR	
Bob Robinson	Kaw
Dwane Timm	Hon
Gary Anderson	Yam
250 INT	
Jim McAlister	Suz
Kris Ovall	Hon
250 PRO	
Tim Michlitsch	Kaw
Kevin Jansen	Kaw
Daryl Semmler	Yam
OPEN JR	
Steve Rutherford	Suz
Jeff Younce	Yam
Tim Dyke	Kaw
OPEN INT	
Rick Wylder	Kaw
Jim Parks	Yam
OPEN PRO	
Tim Michlitsch	Kaw
Arne Hettman	HOn
OTH	
Jim Parks	Yam
Larry Sause	Hon
Jeff Younce	Yam
OT	
John Semmler	Yam
3-WHEELER	
Bob Scholz	
Brian Mosley	
Glen Foster	

ADRA Point Standings After Sells 100

EX	
K. Miller	244
D. Miller	188
P. Bennett	177
M. Miller	150
P. Prosser	129
200 AM	
B. Lechner	132
G. Peterson	120
B. Johnson	90
J. Sanders	90
J. McCormick	72
250 AM	
M. Rausch	162
B. Wertz	138
L. Carlton	132
G. Sweetland	52
C. Shreve	40
M. Beel	40
OPEN AM	
W. Decklever	171
D. Parks	153
R. Jensen	150
L. Naughton	144
D. Ragland	123
RETREADS	
K. Kontilis	127
L. Carmody	108
B. Stern	102
J. Stockwell	80
R. Beggs	77
YOUNG OLDIES	
C. Martin	133
L. Russell	95
B. Hildebrand	89
J. Knott	85
A. Wells	81
FABULOUS FORTY	
C. Brumfield	137
G. Johnson	103
B. Nichols	102
D. Weaver	90
D. Brown	81
OTHG	
B. Hensley	98
T. Spring	86
N. Downer	73
D. Langham	53
G. Lahring	36
200 NOV	
S. Davis	123
C. Michaels	94
K. Asch	91
E. Murua	70
R. Van Wagoner	68
250 NOV	
J. Aitken	124
R. Hansen	109
J. Wells	97
C. Stout	88
E. Gulley	60
OPEN NOV	
R. Patten	117
W. Holmes	109
B. Franzen	76
C. Poulsen	75
D. Stallings	73
200 BEG	
B. Cox Jr	72
D. Kalfas	56
R. Leanio	42
D. Ashinhurst	36
J. Martin	33
250 BEG	
B. Rodriquez	79
B. Mills	69
M. McGough	60
S. McArthur	52
M. Stafford	36
OPEN BEG	
A. Forbes	65
R. Wieferich	63
B. Sunkees	57
C. Hunt	49
A. Maynard	39
TRAIL	
D. McCormick	68
J. Stahn	55
K. Carlton	32
J. Martin	30
E. Best	22
SR MINI	
C. Chambers	51
D. Wolfe	39
T. Gaines	31
K. Flemir.g	15
J. Dembecki	12
JR MINI A	
M. Hildebrand	73
J. Price	68
J. McNelis	50
D. Birmingham	58
M. Johnson	44
JR MINI B	
J. Nolan	82
R. Naughton	76
J. Tunnell	65
J. Sims	60
S. Hildebrand	69
ATC 1	
C. Hotchkiss	17
ATC 2	
M. McCormick	55
T. Norman	38
L. Miller	23
L. Rogers	19
ATC 3	
C. Aswege	79
J. McCormick	68
M. Nichols	34
ATC 4	
R. Straub	19
ATC 5	
T. Kakavas	79
K. Cheatham	59
ATC 6	
R. Patten	19
ATC 7	
D. McCormick	49
C. Kakavas	30

Motocross
PIR Delta Park
Portland, OR
May 7, 1981
By Jan Newman

PEE WEE JR	
Grant Bergstrom	Yam
Chad Kishpaugh	Yam
Dennis Kishpaugh	Yam
PEE WEE EX	
Britt Woodring	Yam
MINI JR	
Charles Chase	Kaw
Mike Crowell	Kaw
Dell Smith	Yam
MINI INT	
Jeff Miles	Yam
Shane Cameron	Kaw
Jim Sawtell	Yam
MINI EX	
Rick Celorie	Yam
100 JR	
Scott Kelly	Suz
Steve Hiersche	Yam
Dave Carlile	Yam
125 JR DIV 1	
Mike Lee	Yam
Ron Hyde	Yam
Brent Bauer	Suz
125 JR DIV 2	
Rick Warnick	Kaw
Vonn Jones	Yam
Darren Monen	Hon
125 INT	
Darrin Currier	Kaw
Randy Jungwirth	Kaw
Jim Anderson	Yam
125 PRO	
Ron Vandehey	Hus
250 JR	
Bob Robinson	Kaw
James Neff	Hon
Don Robinson	Kaw
250 INT	
Kris Ovall	Hon
Del Linck	Kaw
250 PRO	
Tim Michlitsch	Kaw
Daryl Semmler	Yam
Randy Hubbard	Suz
OPEN JR	
Steve Rutherford	Suz
Grayson Hart	Yam
Tim Dyke	Kaw
OPEN INT	
Rick Wylder	Kaw
Larry Sause	Yam
OPEN PRO	
Tim Michlitsch	Kaw
30 to 40	
Gary Bonds	Hon
Larry Sause	Hon
Mike Perry	Yam
OT	
John Semmler	Yam

Grand Opening Motocross
Elk City Motocross Club, Inc.
Elk City, OK
May 3, 1981

TEENY MINI	
Justin Skipworth	
Johnny Smith	
Grant Hepner	
Ronna Highfill	
Tasha Hepner	
Chad Hubbard	
MINI MINI	
Rudy Heathcott	
Johnny Smith	
Barry Coffee	
Denny Howard	
David Costello	
Chad Hubbard	
80 JR	
James Skinner	
Kenny Clure	
Jimmy Hannon	
Eddie Hughes	
Shane Clure	
Junior Coffee	
BEG	
Jim Smith	
Stoney Johnson	
John Ros	
Jack Mendez	
Dallet Maddux	
Steve Mendez	
250 NOV	
Jerry Skinner	
John Finch	
Stan Lacey	
Marvin Montgomery	
Glen McBeath	
Eday Lambert	
250 INT	
Bruce Watts	
David Heinzig	
Jim Anderson	
250 EX	
Tom Johnson	
Joe Skinner	
Gary Griggs	
80 SR	
Allen Whitaker	
Kenny Clure	
Jimmy Hannon	
Shane Clure	
James Skinner	
Eddie Hughes	
100	
Jay Jones	
Marvin Skinner	
Greg Peary	
Bryan Howard	
125 HEAT 1	
Marvin Skinner	
Dwight Simpson	
Steve Denis	
Floyd Baxter	
Ricky Maddox	
Robert Thompson	
125 HEAT 2	
Darren Dotson	
Scott Roberts	
125 HEAT 3	
Jay Jones	
Michael Maas	
Jerry Skinner	
OPEN NOV	
Greg Bachmann	
David Budig	
Jimmy Grantham	
OPEN INT	
David Heninzig	
Bob Gaston	
Tom Waddell	
OPEN EX	
Robert Reynard	
OVER 30	
Marvin Montgomery	

CRC Hobo Enduro
Lucerne, CA
Apr. 5, 1981
By Jim Lester

OPEN A	
Grant Palenske	1.70
Bob Keirns	1.89
Richard Griffin	2.11
OPEN A VETS	
Ken Cater	1.88
Daryll Thomann	2.13
Tom Cole	2.14
OEPN A SR	
Howard Smith	2.103
Warren Stirling	2.109
Tom Merritt	2.11
OPEN B	
Greg White	2.13
Brett Morgan	4.11
Greg Lusher	4.13
OPN B BETS	
Wayne Stanfield	3.11
Richard Grenier	3.13
Geno Lionello	4.16
OPEN B SR	
Roger Weiman	4.13
Jack Russell	6.23
Steve Harman	7.29
OPEN C	
Lucky Freeman	—
Jeff Fautt	—
Greg Crew	—
OPEN C VETS	
J.A. Smith	—
Charles Monroe	—
Pete Markese	—
OPEN C SR	
Ray Wilbur	—
Jack Neal	—
Steve Hill	—
250 A	
Craig Lair	1.70
Rick Bieniak	1.81
Rob Smith	2.13
250 A VETS & SR	
Dan Kline	1.78
Tony Ankerson	2.10
Sam Bell	2.14
250 B	
Steve Goodwin	4.18
Norm Stephens	4.20
Gregg McMatton	5.25
250 B VETS	
Gary Bates	6.30
Randy Laur	8.34
Stuart Lehde	16.44
250 B SR	
Ed Butler	2.16
Winston Beaumont	28.92
Ron Holcomb	—
250 C	
Dave McManama	—
Lloyd Crask	—
Scott Napavance	—
250 C VETS	
Mike Burnett	—
Steve Waldow	—
Ed Johnson	—
250 C SR	
Tom Bristol	—
Robert Smith	—
Pete Miller	—
250 C JR	
Jeff Frederickson	—
Bill Blohm	—
Darrin McMahon	—
200 A	
Kurt Butler	0.23
Bill Fullmer	1.10
Bill Daniel	2.14
200 A VETS	
Bill Simpson	9.36
200 B	
Mike Fricke	1.75
Jim Roberts	2.13
Steve Riehle	2.16
200 B VETS & SR	
Glenn Larson	3.14
Jim Bakkila	5.26
Cliff Dysart	5.29
200 C	
Mark Veraas	—
Bill Burns	—
Chris Lerch	—
200 C VETS	
David Ring	—
Don Ryan	—
Tom Mitchell	—
200 C SR	
Jack Frame	—
Dean Emery, Jr.	—
Don Dersam	—
200 C JR	
Jim Devine	—
Pat Timmins	—
Dan Olson	—
125 B/B VETS	
Russell Heck	8.31
Steve Jensen	32.00
Joe Stalker	37.71
125 C/C VETS	
Brady Wisdom	—
Jim Lester	—
Jeff Adams	—
125 C JR	
Trent Witsaman	—
John Adams	—
Rodger Hendrickson	—
100 C JR	
Mike Celano	—
Jeff Schaid	—
80 A	
Larry Stefan	—
80 B	
Rob Wranosky	—
Roger Johnson	—
Todd Johnson	—
80 C	
Jeff David	—
Eric Wicker	—
John Anderson	—
250 A WOMEN	
Debi Owens	—
Kathy Herndon	—
Michele Keast	—
200 A WOMEN	
Nancy Wilhelm	—
Maxine Bates	—
250 B WOMEN	
Rene Holcomb	—
Lisa Von Delden	—
Ginger Clingens	—
125 B WOMEN	
Shelly McDonald	—
Ginger Smith	—
Lori Edmundson	—

TCCRA Race #907
Sandy Creek
Lamasco, TX
May 17, 1981

PRO	
Randall Tarter	
David Greenhill	
Mike Connell	
Billy Smith	
Ron Lane	
OPEN EX	
Randy White	
Lonnie Vann	
Harold Kendrick	
Jimmy Jacobson	
Jerry Jones	
250 EX	
Paul Paynter	
Bruce Ralton	
Charlie Goodnight	
James Edwards	
Marty Layland	
OVER 30 EX	
Jeff Kring	
Phil Oliver	
John Paynter	
Mike Eads	
Doug Ritter	
200 EX	
Ted Elmore	
C.J. Grippen	
David Price	
Tom Powell	
Matt Trimmer	
125 EX	
Rick Riccardi	
Tod Myers	
John Lamance	
Matt Smith	
Leon Kirchmeier	
MINI SR	
David Muckey	
Jim Craine	
Darrell Lamance	
MINI JR	
Curtis Kirchmeier	
Brad Rhoten	
Brent Shaw	
Chris Hays	
Doug Matheny	
OPEN AM	
James Mora	
Bobby Shafer	
John Feistamel	
Mike Watkins	
Matt Bracken	
OVER 30 AM	
Gene Pannell	
Bruce Reihly	
Joe Pannell	
Larry Bartoli	
R.C. Wagnon	
OVER 40 AM	
Norman Delamar	
Phil Craine	
John Talbot	
R.W. Abbott	
Ben Ed Hale	
250 AM	
Rick Schimmel	
Kenny Mulkay	
Bart Hadly	
Larry Andesn	
David Robbines	
200 AM	
Mitch Bina	
Casey Baufield	
Gary Gardner	
Chad Ballew	
James Henderson	
125 AM	
Kevin Richardson	
Paul Carroll	
Rod Corky	
Mike Screws	
Scott Zimmerman	
100 AM	
Brian Bulla	
LADIES	
Debbie Greenhill	
Pam Ballew	
Chris Fleming	

TT Scrambles
Cross-Up Raceway
Bend, OR
May 10, 1981
By Suanne Light

80 BEG A	
Rick Peck	Yam
Rob Hewitt	Yam
Shawn Hollman	Yam
80 B	
Dan Hendricks	Suz
Chris Humphrey	Yam
Matt Johnson	Yam
80 A	
Dan Hendricks	
100 B	
Chris Humphrey	Yam
Matt Johnson	Yam
100 A	
Chris Humphrey	Yam
125/250 B	
Jim Harris	Hus
Don Malcourier	Yam
Terry Shime	Yam
250 A	
Jim Harris	Hus
OPEN B	
Les Link	Hon
Tony Shime	Yam
Troy Thom	CZ
OPEN A PRO	
Les Link	Hon
Troy Thom	CZ

TROPHY PICKUP

Trophies for the December & March Invaders H&H's can be picked up in the Dez. See "Suzuki Art." Thank you, INVADERS M.C. (20/22)

Sled Riders trophies can be picked up at the next two desert races. Info (714) 737-7607. (20/21)

WANT ADS

Help Wanted

ARE YOU QUALIFIED?
We're in need of a qualified service manager for our rapidly growing Yamaha franchise. Looking for a good atmosphere, nice salary and great co-workers? If this sounds like you, call BURBANK YAMAHA for further details. (213) 845-8738. (21/TFN)

Service Manager & Mechanics Parts & Salesman
Honda, Suzuki, Kawasaki, Harley-Davidson, BMW and Triumph. Salary plus commissions. Pacific Coast Hwy., Lomita, CA 90717. (213) 326-3810. (37/TFN)

WANTED MECHANIC
Motorcycle mechanic: Knowledge of most Japanese models — 2 to 5 years shop exp. Call or write: ADVANCE CYCLE, 1355 W. Brooks Bldg. C, Ontario, Calif. 91761. (714) 984-1571. (21/22)

★PARTS MANAGER★
Golden opportunity! LONG BEACH HONDA has rare opportunity for a highly qualified parts manager. Being a parts manager with us is one of the most highly respected positions in the U.S. Pay plan second to none. Experience, enthusiasm, honesty, impeccable background a must! All company benefits. Wes Mullen (213) 423-1433. (21/23)

KAWASAKI PARTS PERSON
Minimum 2 years experienced with factory parts. Immediate opening. Full time Send resume or call KAWASAKI OF RIVERSIDE, 1605 University Ave., Riverside, CA 92507. (714) 683-8839. (18/TFN)

HONDA MECHANIC
In beautiful San Diego. Tools, experienced only apply. Ask for Ed, Service Manager. Honda dealer 17 years, Honda in El Cajon. (714) 442-0941. 17/TFN

★★★★★MECHANIC★★★★
Leading Orange County Kawasaki dealer has immediate opening for experienced mechanic. Call Scott or John to arrange interview. (714) 541-5217. (20/21)

WANTED:
Work service manager — Suzuki experienced only need apply — salary plus commission — ORANGE COUNTY SUZUKI (714) 646-2428. (17/TFN)

★HONDA PARTSMAN★
BILL ROBERTSON HONDA needs you... If you are an experienced Honda Partsman. Good benefits — salary plus commission. Call Joe (213) 466-7191. (15/TFN)

Parts and Service Help!!!
Excellent working conditions, Yamaha/Triumph. Immediate employment. Some experience necessary. Apply Mon.-Fri., 9-6 at ANAHEIM MOTORCYCLES, 710 S. Anaheim Blvd., Anaheim, CA. (19/22)

Kawasaki Service Hotline
Factory position requires 5 years dealer level experience as a mechanic or service manager, repairing motorcycles but college or vocational training will be taken into consideration. Jet-ski or snowmobile knowledge is a definite asset. Other requirements include: Good telephone communication skills, & proven writing ability. The primary duty will be to answer service questions & instruct dealership personnel in service & repair techniques using the Kawasaki Hotline. For more information call Bonnie Whidden at KAWASAKI MOTORS CORP. USA (714) 835-7000. (18/TFN)

H-D Parts Person!
HARLEY-DAVIDSON WEST has opening for experienced parts person to work mechanic's window & receiving area. Salary & commision & company benefits, (medical, dental). Contact Bill (213) 822-3426. (6/TFN)

★ALHAMBRA YAMAHA★
is looking for an experienced Parts Person. Top wages — Call Tom (213) 289-5301. (20/21)

Full-Time Partsman Needed!
One year experience required. Contact LONG BEACH YAMAHA (213) 597-3317. (19/TFN)

★★SALESMAN★★
Good established territory calling on motorcycle dealers. Contact Orville at (213) 532-6893. (21)

★SUZUKI MECHANIC★
We need one qualified Suzuki mechanic — full time, good earnings & fringes. Call and ask for Phil. CALIFORNIA SUZUKI OF ORANGE (714) 639-7771. (19/21)

★MECHANIC SUZUKI★
Due to expansion. Need minimum of two years experience. Year round work. (Gary) (213) 795-4129. PASADENA SUZUKI, POMONA SUZUKI. (21)

HONDA SALESMAN NEEDED!
Top San Fernando Valley Honda dealer seeks professional experienced, profit oriented salesman for permanent position. Excellent pay plan & benefits. Inquires confidential. Contact Bill McLean, KOLBE CYCLE SALES, 7514 Reseda Blvd., Reseda, CA 91335. (213) 345-7616. (20/TFN)

PARTS★★★★★★★★★★★★
SANTA ANA KAWASAKI has an immediate opening for an experienced partsman. Call John or Pat to arrange an interview. (714) 541-5217. (21/22)

★SERVICE MANAGER★
WINNER CIRCLE SUZUKI needs a Journeyman Mechanic for a service manager position. Salary open. Call for details. San Bernardino, CA. (714) 882-1731. (21/TFN)

ALHAMBRA YAMAHA
is looking for a class one mechanic — 5 years Yamaha experience, top wages. Call Mike (213) 289-5301. (21/22)

★SALES AGENTS★
DERBI MOPEDS! Here's your opportunity to perform with a winner! Choice areas available throughout the USA. We are looking for a few sharp individuals or sales organizations who are achievers and who want to come along with us to the TOP of the moped industry. Call Carmen DeLeon, President, DERBI MOTOR CORPORATION OF AMERICA, Laguna Hills, CA (714) 770-6726. (21/22)

YAMAHA MECHANIC DAYTONA BEACH
Chief mechanic wanted. Minimum 4 years experience w/references. Top pay & benefits for right individual. No cold weather, no layoffs. Call Ron at YAMAHA OF DAYTONA (904) 258-0330. (21/22)

Service Manager and Mechanics
ANAHEIM HONDA-KAWASAKI is looking for experienced, reliable persons for immediate employment. Contact George or Mack (714) 778-6700. (21)

Parts Man San Diego
Parts counter man — San Diego. HOUSE OF HONDA. (714) 286-3488 — some experience. Spanish helpful. Frank or Hank. (21)

Mechanics Wanted!!
COLE BROS. MOTORCYCLES (213) 980-3715. (21/TFN)

Parts Person & Mechanics
Small, growing Central Florida Honda dealership seeks mature, experienced parts person & mechanic. Send resume to HONDA OF WINTER HAVEN, 2602 Ave. G NW, Winter Haven, FL 33880. (813) 299-8652. (21)

H-D MECHANICS
HARLEY-DAVIDSON WEST looking for experienced, well groomed, aggressive people for fast moving young dealership. Excellent salary & commission & company benefits (medical-dental). Contact Bill (213) 822-3426. (6/TFN)

Parts Counter Person
HONDA WEST is looking for a full-time experienced Honda parts person. Salary plus commission, full company benefits (medical, dental). Contact Greg at (213) 392-3066. (17/TFN)

Business Opportunities

AMERICAN MOTORCYCLE SCHOOLS, INC.
Start an exciting career as a:

Motorcycle Mechanic "The California School of the Professionals"

Residence or Home study

If you're serious about becoming a top-notch motorcycle mechanic, you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional...

Call toll free 1-800-423-4678

Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (49/TFN)

Successful Motorcycle Shop!
Fully equippped, lathe, boring bars, hydraulic hoist, valve equipment, etc... LARGE Honda parts inventory. Harley engine & transmission parts. GREAT OPPORTUNITY. Call (714) 686-1681. (21/22)

FOR SALE!!!
Highly profitable So. Ca. HONDA/KAWASAKI dealership. Approximately $1,000,000 in sales. Call Edward Caplan at (714) 323-2006 (agent). (21/24)

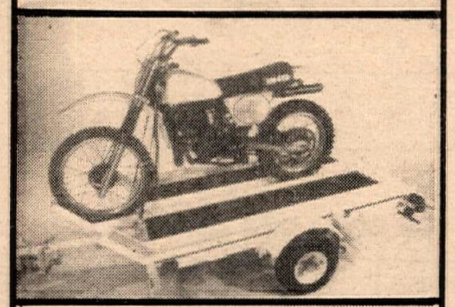
Motorcycle Accessory Store
Established 3 years in Northern Colorado. $20,000 plus inventory — Motivated Owner. Ron Lawyer, c/o Stoner Realty, 1101 Druid Drive, Ft. Collins, Colorado 80525. 1-(303) 482-1781. (21)

MIDWEST PARTS ACC. Going Motorcycle Parts & Acc. Store established 9 years. Good gross & net. Owners will train. Terms available. (314) 647-5202. (21)

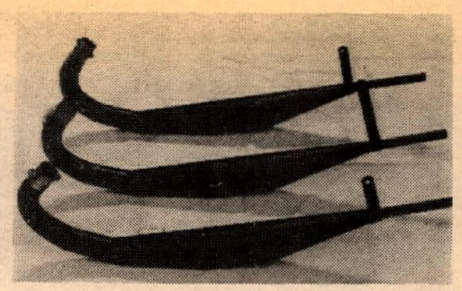
OWN YOUR OWN SHOP!
Beautiful shop in Southern California, European franchises, 10 years old, excellent mail order business, outside interests force sale. $10K plus inventory. CYCLE NEWS, Dept. OYOS, P.O. Box 498, Long Beach, CA 90801. (20/23)

2 Kaw, Suzuki & Ski-Doo Del. For Sale
Land and building, parts & motorcycles, both shops open now. Located on US I outside Philadelphia and Trenton, NJ. Finance possible, available on one shop. For further information call Frank Ferrante, (609) 882-6684 nights. (18/32)

TRIC TRAILERS
Solve small car hauling problems! Factory direct for only $369 plus accessories.



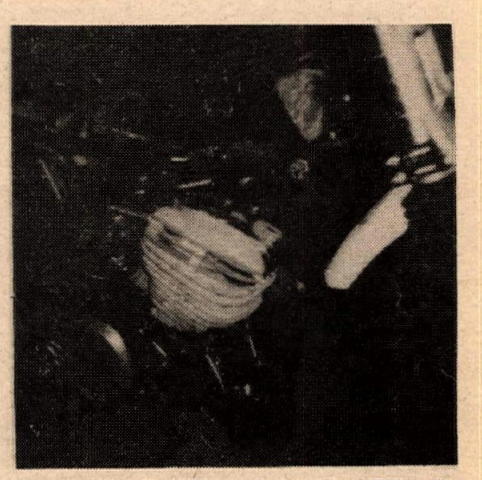
★Versatile★950 lbs. payload★Accessories★Folds like rollaway bed for storage. I.S.E., INC., 1009 Grant St., Denver, CO 90203. (303) 831-9096 (dealer inquiries invited.) (21)



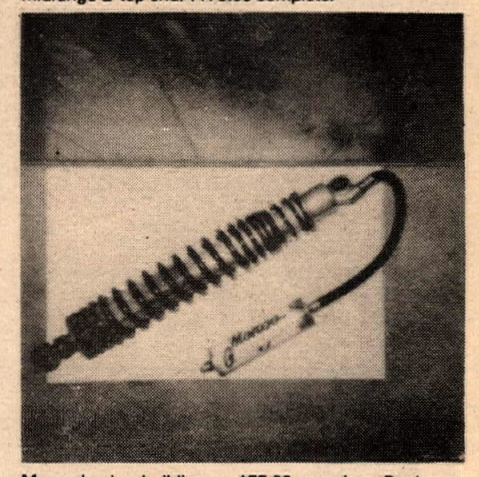
NEW TNT TAPERED RACING CHAMBERS
HOT BIKE ENGINEERING is introducing our new Kawasaki 750, H-2 tapered racing chamber. For the Kawasaki racer who must have every bit of power possible for his class-type racer, HBE offers a special limited production exhaust chamber. These pipes have specially tapered headers and increase rpm power level and horsepower. The new TNT chamber part number is SR-71 (black only). Recommended retail is $275. We also have a high performance line of all Kawasaki triples, 2-strokes; Z-1, KZ1000, Honda 750 (16 valve), CBX 6/6 and XS1100 and much, much more. Our technical expert, Tony Nicosia, is available at: (415) 657-3864. HOT BIKE ENGINEERING, 4432-E Enterprise, Fremont, CA 94538. (415) 656-8275. (21)

YZ 250 G YAMAHA
Like new, hardly ridden, $1050.00. (213) 376-4493. (21)

MONGO RACING
143 PANAMINT AVE.
RIDGECREST, CA 93555
(714) 375-2574



Turn your Yamaha 465 into a firebreathing YZ490 still using std. bore. Creates quicker power & more midrange & top end. $175.00 complete.



Mono-shock rebuilding — $55.00 complete. Dual-rate springs — $70.00 + tax (includes machining). Aluminum reservoirs, $105.00 installed. Fork mods — $28.00 complete. COMPLETE LINE OF PRODUCTS & ACCESSORIES.

(714) 375-2574. (15/17)

Jet Ski Products from Mariner
Mariner's complete line of Jet Ski Performance Accessories is available from your local Kawasaki dealer. 1981 catalogue available, send $2.00 to MARINER PERFORMANCE DIVISION, 1461 Pioneer Way, El Cajon, CA 92020 or call (714) 579-2495. (19/20)

GARAGE SALE
2 H-D shorttrack motors, $450. '78 KZ 1000 motor, 6,000 miles, $800, ex. cond. '78 Yamaha XS 400, parting out. Bad motor. Parting out, R5 Yamaha. '77 YZ 400 frame & shock, $150. (503) 679-4525. (20/21)

The 10th Annual Last Chance Trail Ride With Fred Chase!
Join me for the best and most famous trail ride in the West. Ride the old gold mine trails in the Lake Tahoe region on the 19th, 20th and 21st of June. A reasonable entry fee covers all expenses. Write or call for information. Fred Chase, 5530 W. 190th St., Suite 166, Torrance, CA 90503. (213) 360-0371. (20/21)

1 Large Microfishe Machine
Bell & Howell. $100. (714) 324-5633. Jack. (20/23)

Can-Am Sale! Incredibly Cheap
We're overstocked on 1980 & 81 Can-Ams — All models MX & Enduro — Before you buy, call us. NO ONE beats our price! TRACK 'N TRAVEL, Pasadena, Calif. (213) 795-2711. (20/21)

★ '79 Bultaco Sherpa T 350cc ★
$1200/OBO. '76 Honda TL125 — $550/OBO. (805) 947-7757. (18/20)

MOTORCYCLE GOODIES!!
Kawasaki 500 expansion chambers with silencers — EXCELLENT $175 H1 500 frame, swingarm, rearsets EXCELLENT, includes title — $125. Redwing forks for street or road race EXCELLENT plus — $125 Cafe seat, tank, front fender with mounts BEAUTIFUL — $175. Complete front and rear wheels with new brakes and wide aluminum rims and new Dunlops, less than 50 miles — $150. Bell Star II 7¾ $30.00. Chain for 500 Kawasaki 50 miles — $25. Will ship. Pictures available. Terry (503) 779-5164. (20/21)

REWARD!!
$200 reward for the return of a '81 RM100 Suzuki #JSIRE11A5B2100506 and '81 RM125 #JSIRF11A2B2100296. These bikes were stolen in Portland, OR. Gary George (503) 573-6212. (21)

'79 YZ125!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
Excellent condition — stock engine — VERY clean & fast — Must See!! Great buy $600/firm. (714) 624-4720. (20/21)

★ 1980 YAMAHA 465G YZ ★
Like new, many extras. Too fast for old man. Days (213) 633-2500, night (213) 867-1907. (20/21)

390 CR CROSSCOUNTRY!
HUSQVARNA — SPECIAL EDITION! 3 gal. tank, headlite & taillite. Alloy muffler w/spark arrestor. 12" travel, lightweight. AVAILABLE NOW AT ALBA HONDA — 1980. (714) 436-9771. (20/21)

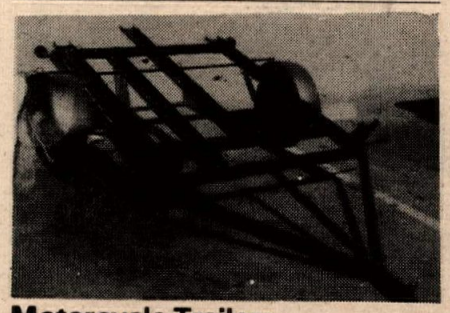
KTM 495 IN STOCK!!
We've got one left! Talk to us first for the BEST price! COMPETITION CYCLES (714) 492-2270. 1980 250 Husky CR at cost. (21/22)

1980 RM125T
Many, many extras, ported, Ohlins, DG pipe, big carb, and more! Quick sale, $700. (714) 496-1858. (21/22)

Own a piece of MX history!
'75 CZ 400 F.F. Not a rat. Rebuilt engine. Original bore, immaculately maintained. Reliable, kickstarter, Marzocchi, Magura, Twin Air, Mikuni, Gassar, Terry cable, big tank & stock tank. TON of extra parts. Ignitions, pistons, cylinders, gears, etc. Hate to part with for $700/OBO. (714) 244-8660. (21)

Desmo Single Project Parts
Desmo head, competition Veglia tach, F-3 slipper & stock pistons, Ceriani RR fork, A1R 4LS brakes, Diana RR in pieces. Most parts new. (415) 657-6348 nights. (21/24)

'81 CR 450 PRO-LINK, $1600. Bob Lindgren, home (213) 943-6357, business (213) 921-1427. (21)

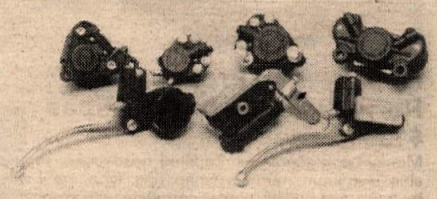


Motorcycle Trailers
2 to 5 rail custom built motorcycle trailers. Dealer inquiries invited. (213) 923-8883 or (213) 861-7721. (23/TFN)

1981 Husqvarna 430 CR
1 mo. old — 2 times ridden — BIKE TOO FAST! $2300. Before 6 p.m. (213) 335-4004, after 6 p.m. (213) 915-7110, ask for John. (20/21)

'67 "TRIUMPH" Classic
Tiger Cub. TM20 200cc rebuilt 2 years ago & stored. $650 road & dirt — 80 mpg. Evergreen Trailer Park, Space 5, Hiway 70, Quincy, CA 95971. (Send card, no phone.) Gary Seibel. (21)

ON JUNE 2nd
Elect BILL OROZCO, Office Number Four, Board of Trustees, Los Angeles Community College District.
Supported by concerned taxpayers & vocational educators. TAXPAYERS & TEACHERS FOR BETTER COLLEGES, 14852 Ventura Blvd., Suite 210, Sherman Oaks, CA 91403. (213) 986-7655. (21)



★ GRIMECA BRAKES ★
Disc brake components that WORK! Master cylinders, calipers, rebuild kits. AEROQUIP steel braided hose & fittings. STORZ PERFORMANCE — 9344 Oso Ave. "J", Chatsworth, CA 91311. (213) 993-3430. (20/22)

RM 400 1980 VET'S BIKE, must sell. Bought Floater, best offer — Check Point digital odometer, $50 — MR250 pipe & side plates, cheap, new Petty I.T. rear fender. (213) 634-8793. (21)

BSA-B50, 500cc dirt bike. BSA-B50, 600cc desert bike. Bike trailer — all like new condition. (714) 963-5948. (21/22)

YAMAHA TA-125
Mint condition, fast and trick, reliable, front disc, spare motor. Everything new. Race ready, $600 or best. (714) 857-2839. (21/22)

'78 — MOTO GUZZI
Le Mans — (714) 642-2889 day, (714) 642-2063 evenings. Price $3200 OBO — 23,000. (21/22)

New gas tank & Monoshock
1981 465 Yamaha tank, $50. 1979 Monoshock, fits 250 or 400 Yamaha, new, $40. (714) 523-9148. (21)

1980 HONDA CR125
Works Performance shocks, Metzeler tires, Boyesen reeds and many more extras. Excellent condition. Asking $900. (213) 894-8438. (21/22)

1976 Husqvarna 360 WR
Vesco tank, Curnutts, fork kit, ported, many extras — must see — $550.00. (213) 924-3061. (21)

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Hardly ridden, excellent condition, Rocky cam, modified pipe, large carb. — Barnett clutch plates, very clean & fast. No place to ride forces sale. $575. (714) 753-4494. (21)

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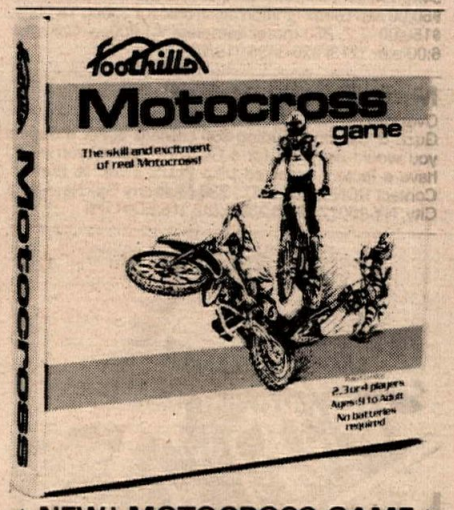

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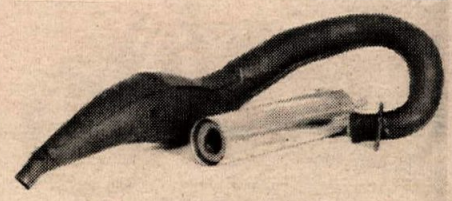

FPP Tri Moto Pipe, $65.00
Includes rebuildable aluminum muffler (snap ring type no rivets) mounting & jetting instructions, all mounting hardware. Total guarantee. Spark arrestor inserts available. NOW IN STOCK (707) 462-9291. (19/EOI/TFN)

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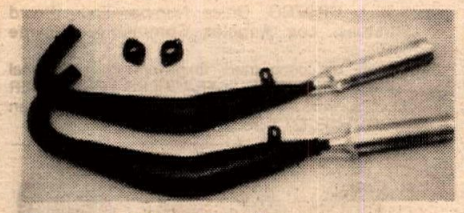
Morris mags, Hunt swingarm & discs, canted Fox gas Shoxs, Lockheed calipers, 2 spare cylinders, spare head, full set of gearing, shaved transmission and more. $1600.00/best offer. Call between 8:00 a.m. & 1:00 p.m. (707) 894-4365. (21/23)



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YAMAHA JT-1 60cc

Real good condition — $200. (714) 596-3100 (p.m.) (20/22)

'80 YZ465 YAMAHA

Showroom condition — few hours — Metzeler — $1425. (714) 985-8257. (20/21)

TZ250F, $3000

Qualified 4th Daytona, '81 Expert 250. Very fast and reliable — MAC pipes, ported, new crank, pistons, many spares, ready to race — (602) 867-2621. (21/22)

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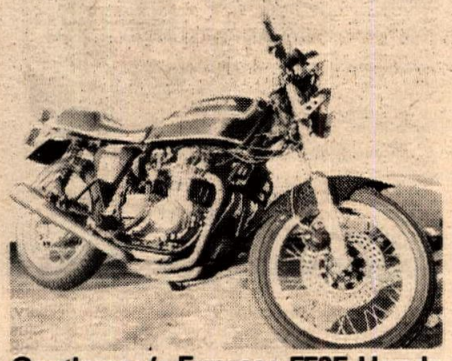
TZ 700 and 350 race parts

34mm Mikuni carbs ($75.00 set), expansion chambers, $50.00 set. Gerox ignition electronic for 350cc Yamaha, $150.00. T.Z. 350 motor complete, $1,200 — Call after 6:00 p.m. (213) 926-3496. (19/20)

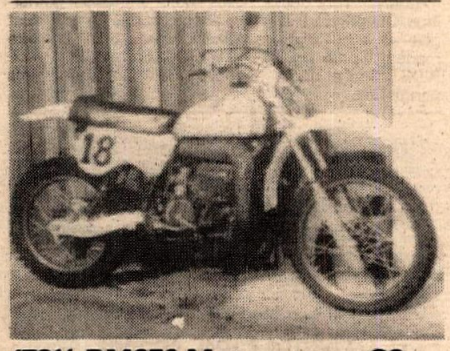
Moto-Guzzi Ducati

Overseas delivery & return shipping arranged for Moto-Guzzi & Ducati; including 850 LeMans II. For the price you would pay here for a Guzzi or Ducati, you could have a factory prepared bike PLUS a trip to Europe. Contact RON LEVY LTD., 238 Mulberry St., New York City, NY 10012. (212) 288-5282. (15/EOI/TFN)



Gentleman's Express 550F Honda

Fresh trans., rings, valve job, Kerker, Megacycle cam, S&W Freon shocks, Michelin PZ2, Continental, wide rims, custom seat, air forks, Barnett, quartz headlight, metallic brakes, drilled disc, 120 mph sleeper, $1500. Call Rick (714) 563-0426 or (714) 442-3338. (21)



'78½ RM250 Motocrosser C2

FAST! New Works Performance shocks & fork kit. Wheelworks wheels, Pro Fab Swingarm. EXCELLENT CONDITION! — $700. (213) 379-9986. (21)

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Have parts for R.E. 750 twin, 500cc single, reground crank & rods, transmission, clutch housing & insides, amal carbs, LUCAS MAGS, wheels, frame, tanks, seats. Call: (213) 374-2891 ASK FOR RICARDO L. HIDALGO. (20/21)

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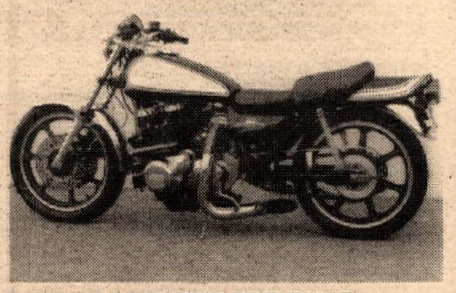
Sales — service — parts — mail order service. Ohlin shocks dealer. BRIGHTON KTM, 327 Walnut, Brighton, CO 80601. (303) 659-5419. (14/25)

WANTED: YZ 465 parts, reasonable. After 5 (213) 532-1418. (20/21)

'78 YAM — IT 250. 10" travel, White Bros. rear shock, new tires. Street license, $800. '72 HONDA XL 250, 3.5 gal. gas tank, good transportation bike. Street license, $500. (213) 444-6962. (21)

WANTED: XR250/500R PARTS. Wheels, plastic seat, chassis, wreck. (805) 963-8954 days, collect. (13/EOI/21)



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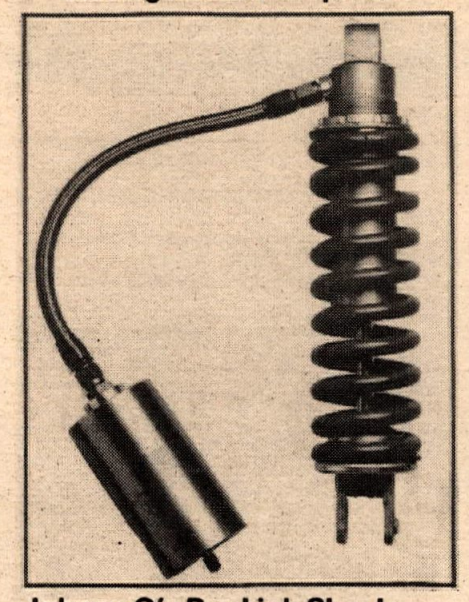
Racing and Development



Johnny O's Pro-Link Shock

Al Baker makes production Honda shocks into works shocks that work! $75.00. Pro reservoir, stainless hose and bracket, add $124.00. Send shock, rider specifications and money order to: AL BAKER, 6944 Santa Fe Ave., Hesperia, CA 92345. (714) 244-5425. (21/22)

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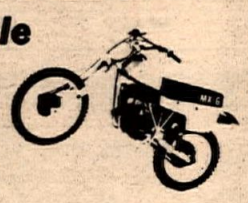
Full Coverage of the Speedway World Qualifier next week in Cycle News!

can-am Specials

From Performance Cycle



125cc MX6 1980 Models	$995
400cc MX6 1980 S&W Model	$1599
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See at Boise Reg. TT May 24!
FAST 500 Yamaha. Terry, Knight, Mert Lawwill frame. Qualified Expert class this year at Houston T.T. 7th fast time last year at Ascot Winston T.T. 3rd place Sturgis ½ mile regional last season. 7th place in AMA Western Regional point standings last season. ALSO: A sharp 750 Yamaha, new paint, tires, CDI ignition, 11th fast time at Ascot ½ mile April 3rd. Seriously injured knee — MUST SELL. Both bikes excellent condition. 500cc — $3875. 750cc — $2775. Call #30J Dan or Weldon Atkinson. Days only (208) 375-3762 eves. or weekends (208) 375-2266. (19/21)

★ MUST SELL 465 ★
This week, excellent condition, $1300/OBO. Call John Blakeney (213) 919-3371. (20/21)

SPEEDWAY BIKE
2 valve, 2 speed Jawa, excellent, $900.00. (415) 820-8917. (21)

250 Maico Magnum super trick!
Simons forks, piggyback shocks, ported blueprinted engine, H.D. spokes, aluminum silencer, extra tank and gearing. Super fast and dependable, $1050.00 OBO. After 5:00, Alex (213) 918-4846. (21/23)

HELP: Need Suzuki T500 road-race lightened crank with case stuffers as used by factory. Also whereabouts of Ron Grant, former Suzuki racer in mid 70's. Suzuki dealer (713) 632-5630. (20/21)

WANTED: Dynamometer. (714) 980-3440. (20/21)

Ready to roll—Smuggler 18 ft.
BEAUTIFUL CONDITION. Will sell completely furnished, (cooking utensils, sleeping bags, etc.) HAS EVERYTHING! AM/FM 8-trak, refrigerator/stove, toilet, large front tool box. Will hold 4 bikes and will sleep 6 people. Will deal! $2800/OBO. (213) 320-6104. (20/23)

★1980 Ford Maxi Van★
Low mileage, partitioned off, bed or seat in front, bikes and gear in back. (213) 865-2796 or (213) 865-4508. (20/21)

★★MONTCLAIR YAMAHA★★
IN STOCK NOW!! ★ YZ465H ★ YZ250H ★ YZ250G ★ YZ125H ★ YZ125F ★ YZ80H ★ SUPPLY IS LIMITED! We also carry Clark Tanks and Padilla shock mods. MONTCLAIR YAMAHA, 5462 Holt Blvd., Montclair, CA 91763. (714) 624-9651. (20/21)

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Excellent condition, CRF pipe, Answer silencer, Boyesen Reeds & Metzeler tire. VERY fast! CLEAN, $700. (213) 836-8075. (20/21)

'79 Husky 390 OR STOLEN!!
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WANTED — ZUNDAPP KS-601 — Greene, 548 Elm, San Bruno, Calif. 94066. (20/22)

Lowest prices ever on Can-Ams!
The lowest anywhere — Call us first. TRACK 'N TRAVEL (213) 795-2711. (20/21)

HONDA XR50, '74, good condition, $250. After 6:00 (714) 798-1675. (20/21)

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We manufacture the finest, most attractive trailers anywhere. Send for brochures and prices of our many list of options. 1136B Folsom Blvd., Rancho Cordova, CA 95670. Phone (916) 635-2899. PRO TRAC SOUTH, 25437 Rye Canyon Rd., Valencia, CA 91355. (805) 257-2220. (11/TFN)

1980 Can-Am 250 MX6
Ridden 10 times, forks matched, Protec silencer, new Metzeler. Excellent condition. Must sell immediately. $1000. (714) 548-6348. (20/21)

'76 KAWASAKI Enduro 175, must sell, excellent condition, only 1,000 miles, $450. '76 KAWASAKI 90, excellent condition, $200.00. Both very clean. Call evenings after 5:30 (213) 676-2853. (19/22)

'76 Honda XR75
Good condition, $225 — (213) 882-5935 eves. (21/22)

'78 RM125C, GOOD CONDITION, Nu top-end, rear tire, chain, sprockets, spokes. $600.00/OBO. (213) 923-3085. (20/21)

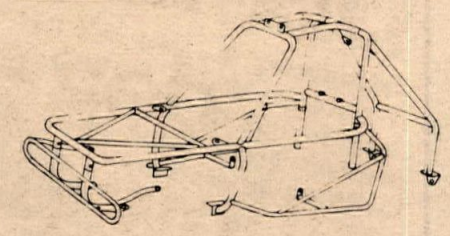
BATES LEATHERS
Used 1 season — good for speedway or flat track. Paid $1,000; sell for $400. (213) 838-9388 after 5:00. (20/21)

1980 KAWASAKI KX 420
Ridden once — 41 careful non-racing miles. Showroom cond., super bike, $1200. (213) 340-3349. (20/21)

Champion 500 Yamaha
Kennedy WM 4, DT II tires, Hurst, Grimeca. Excellent condition. $2,800. NW Indiana. Call after 6 p.m. (219) 365-5289. (18/21)

Grandpa selling...
Yamaha's '80 IT425 — $1250, '80 YT125 Tri-Moto — $650. Hardly ridden, never been down, original, immaculate. (714) 730-5577. (19/21)

CZ — JAWA — BABETTA
Parts & accessories. JB CYCLERY, 17577 Road #24, Madera, Calif. (209) 674-4788. (1/TFN)



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HRD RACING ODYSSEY ROLL CAGE. *1¼" 95 wall 1010 tube roll cage. * 8 point mounts * complete driver protection * full vision * 1" nerf bars, 1" front bumper designed to protect front end * light mounts * no welding required. Ask about our specially designed Odyssey racing apparel, (yes — the pads are in ALL the RIGHT places!) Roll cage only $298 plus tax (if applicable) and freight. HRD RACING, 908 N. Marcella, Rialto, CA 92376. (714) 875-4150. Mail order only. (20/23)

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Heavy duty portable Graza hydrolic foot operated, drop ends. Cost over $600 each, excellent condition, $300 each. (714) 324-5633, Jack. (20/23)

Can-Am Sale! Incredibly Cheap
We're overstocked on 1980 & 81 Can-Ams — All models, MX & Enduro — Before you buy, call us. NO ONE beats our price! TRACK 'N TRAVEL, Pasadena, Calif. (213) 795-2711. (20/21)

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Complete your accessories with bolts, nuts, washers, includes self locking nuts. 155 pieces ONLY $23.95 plus 6% tax. Add $1.50 postage & handling. Order now, FREE wire ties. Designate make of bike. Remit to: Larry Payne, 2712 Prospect, La Crescenta, CA 91214. (13/28)

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Seasoned MC salesman available
Seeking sales position in high volume dealership. Please call Mel Luckie (206) 226-4320 or (206) 883-2773. (20/23)

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Prefer Diana or elite model. Should be primo. Will consider other desmo singles. I will pick up in So. Calif. area. (602) 897-1611. (20/21)

HONDA '76 XL250
Set up for enduro/street use. Lay downs, fork kits, Metzeler front, Dunlop rear, both new. Simple wiring, 300 miles on valve lap and new rings & hone. More items & extra parts. $500. Call Rick, evenings at (714) 223-7651. (19/20)

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Parts exchange, performance information or just conversation. First showing of originals plus H-1R, Ventura Kawasaki, May 16th Grand Opening. Special prices to members on Denco parts & porting through Flowpower Systems. For info write TRIPLES CLUB, 1046 Gracia, Camarillo, CA 93010 or phone (805) 484-8322. (18/21)

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LAST ONE! Call Jerry at (415) 798-2580. (13/TFN)

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'77 model, 6 into 1 exhaust, racing trans., S&W stroke & shocks, as-new cond., 10,000 miles. (408) 728-5347. (19/21)

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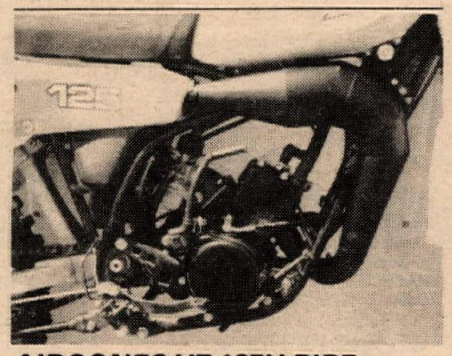
Yamaha is rebuilt — low miles — like new — $525. The Can-Am Qualifier has been ridden only twice for $1895. Call me today to DEAL! (213) 598-5752 or (714) 896-1859. (19/22)



AIRCONES YZ 125H PIPE
Gives quick response with wider powerband and more top end. $94.95. All AIRCONE pipes are constructed from custom cones. For more information contact ARICONE, INC., 5901 Emerald, Las Vegas, NV 89122. (702) 456-4177. (15/22)

MOTO GUZZIS FOR SALE: Galletto 175 1952 ready for paint job, $1,800. Superalce 500 1953 restored, $3,000. V35 Imola 350 1980, $2,800. Call (512) 258-7518 after 6 p.m. (21)

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A major importer and master distributor is looking for distribution throughout the country. Most major brands. Call (305) 421-4450, "collect for Joan." (14/21)

'79 450 Maico — lots 'o spares
Complete front & rear tires with wheel. Bike is in very good condition. ONLY — $1500/OBO. Call Floyd after 4 p.m. at (714) 875-2698. (19/21)

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We repair stripped ports, threads. COMPETITION CYCLE CENTER, 2629 W. National Ave., Milwaukee, WI 53204. (414) 672-4010. (43/TFN)

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Enduro class winner 4 times — license plate, xlnt., $850.00. Can-Am MX4, fast, reliable, Fox Shoxs, reworked forks, xlnt. shape, $850. Phone (714) 723-8773. (20/21)

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250, JT air cleaner, Metzeler tires, 11½" travel, better than new, only 500 miles, $1695.00. Days (213) 889-8398, eves. (805) 492-8755. (20/21)

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1974 Jawa 2 valve, fresh, spares. (213) 944-0585. (20/21)

★NEW★ 1981 TZ250H in crate!
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Excellent condition — only $500. (714) 962-2296 or (714) 964-9056. (20/21)

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Clean, much extra equipment. Excellent condition. Recent work done. Must see to appreciate! Make offer. MUST SELL. (714) 646-0881. (20/22)

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Front WM 3x18; rear WM 6x18. Kal Gard gold. No nicks or dents. $600. Call after 6 p.m. (612) 474-4819. (21)

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The finest solid-state DIGITAL ODOMETERS, ENDURO CHRONOMETERS available. Accurate, rugged, reliable. Dealer inquiries invited. CHECKPOINT PRODUCTS CALIFORNIA, INC., PO Box 5075, Torrance, CA 90510. (213) 371-0814 (evenings). (21/22)

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Works Performance shocks and fork mod. Thor swingarm, Metzeler front and rear. Great desert bike, buckets of torque. (714) 983-7685. (21)

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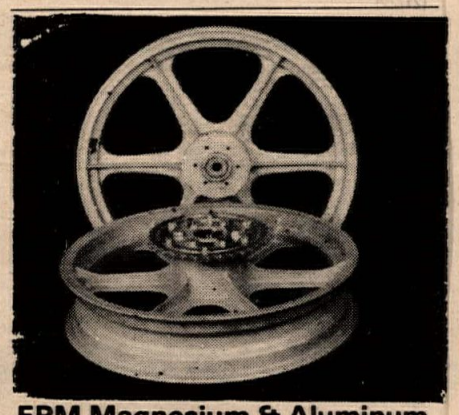

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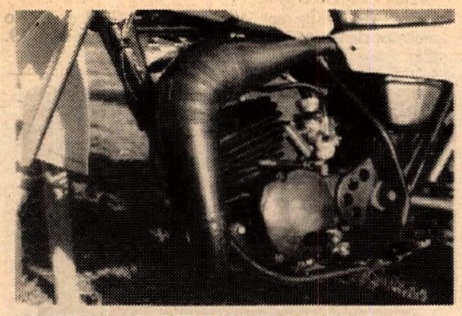

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Zillions of goodies! Undercut tranny gears, heavy-duty clutch, primo DG port job and radial finned head, big carb, handmade DG pipe, re-worked silencer, folding levers, DG swingarm, giant 8-gauge spokes on beefy gold anodized rims, forks are KYB pro units, shocks are Works Performance. Preston's fenders, DG side panels, TSI sprockets, Boyesen reeds, etc...SPARE PARTS INCLUDE: KYB F—Series air shocks, Omega shocks, cylinder, head, fenders, carbs, handlebars, etc. Bike is very fast — never DNF, always finished in top 10% of 200-A class. It works great, it's NOT pipey and it's dependable. The first person with $850 takes it and all the spare parts home! Call: (714) 847-5227. (21/TFN)

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Fresh motor, extras, $695 cash. (714) 338-1054. (21/22)

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D.G. swingarm, Pro forks, steel sleeve, 21, much more, $600.00. (213) 892-7610. (21)

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Daytona Novice S/T winner, Jack Dannenberg built, Bills Pipe, Knight Frame, race ready. (805) 527-9007. (21)

750 TRIUMPH TRACKMASTER — short rod, Axtel, Norris, Barnett, Ceriani, Mulholland, Barnes, ARD, Mikunis, Keen pipes, oil cooler, C/R trans., reliable, good condition. $1000.00. Greydon (602) 281-1304. (21/22)

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'79 400 RM, only 6 mo. old, ridden only 5 times, completely stock, never raced. Must sell, $900.00 firm. (714) 661-7556. (21)

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Twin cylinder, watercooled, two stroke for restoration/racing. Also: GT500 Suzuki (76-77) basket case/wreck. Before 4 p.m. EST, (212) 352-8358. (21/22)

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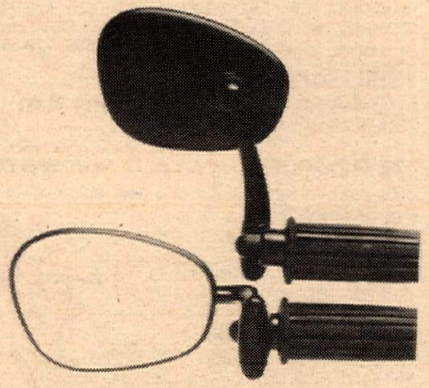

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Like new, never raced, desert tank, 45 hours of riding. (213) 675-2879. (21)

TRADE

1981 YZ 465 pipe & carb for 1981 IT 465 pipe & carb or will buy IT pipe & carb. Also Works Performance Supercross shocks, $140. (714) 948-3513. (21)

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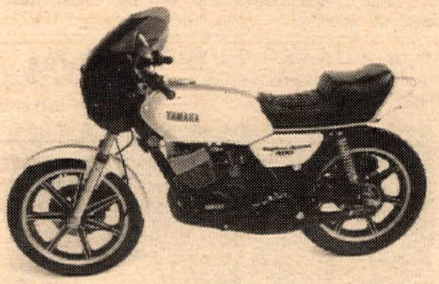

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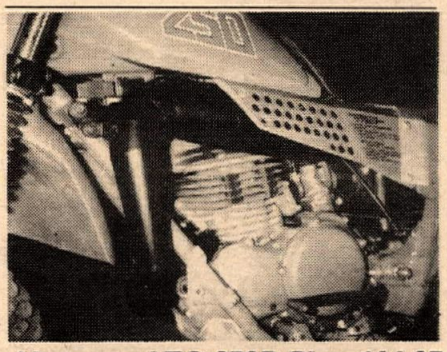

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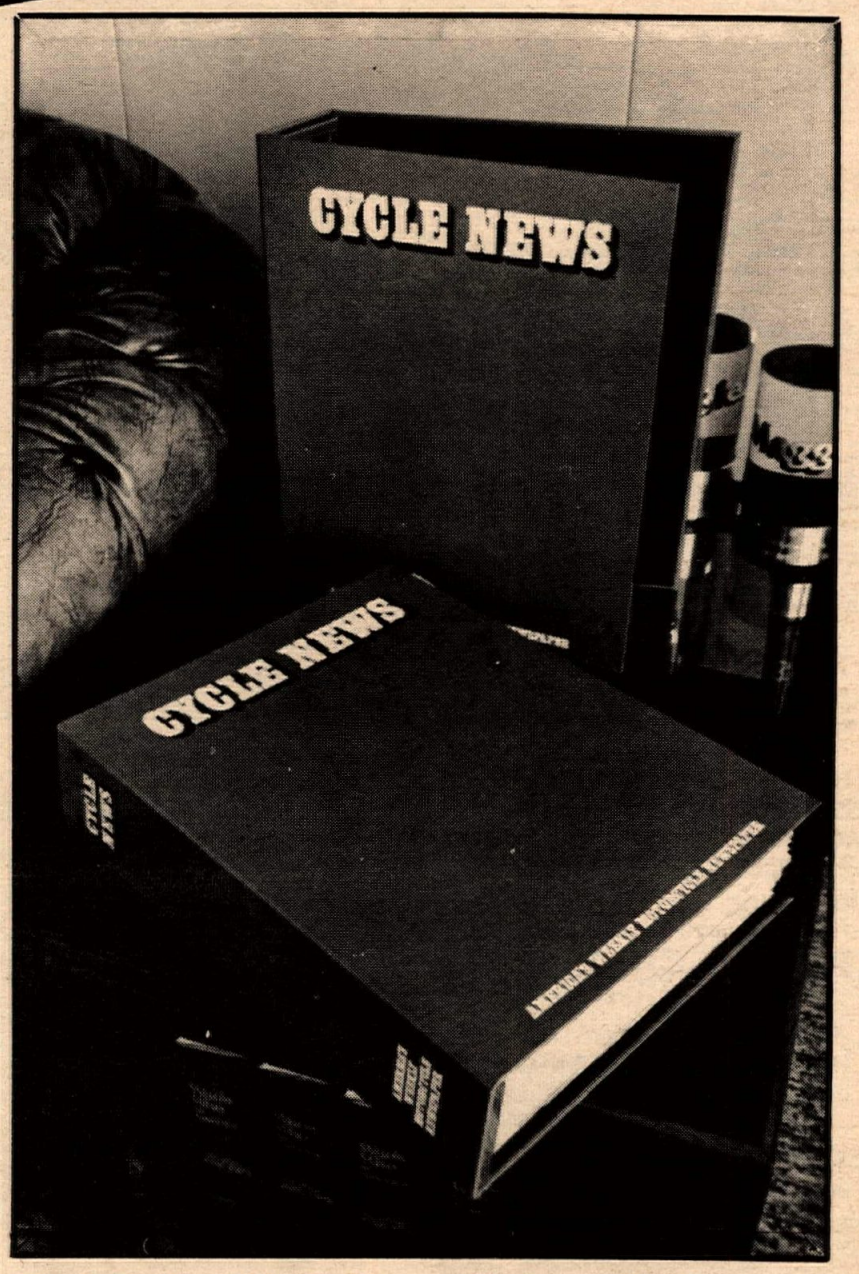

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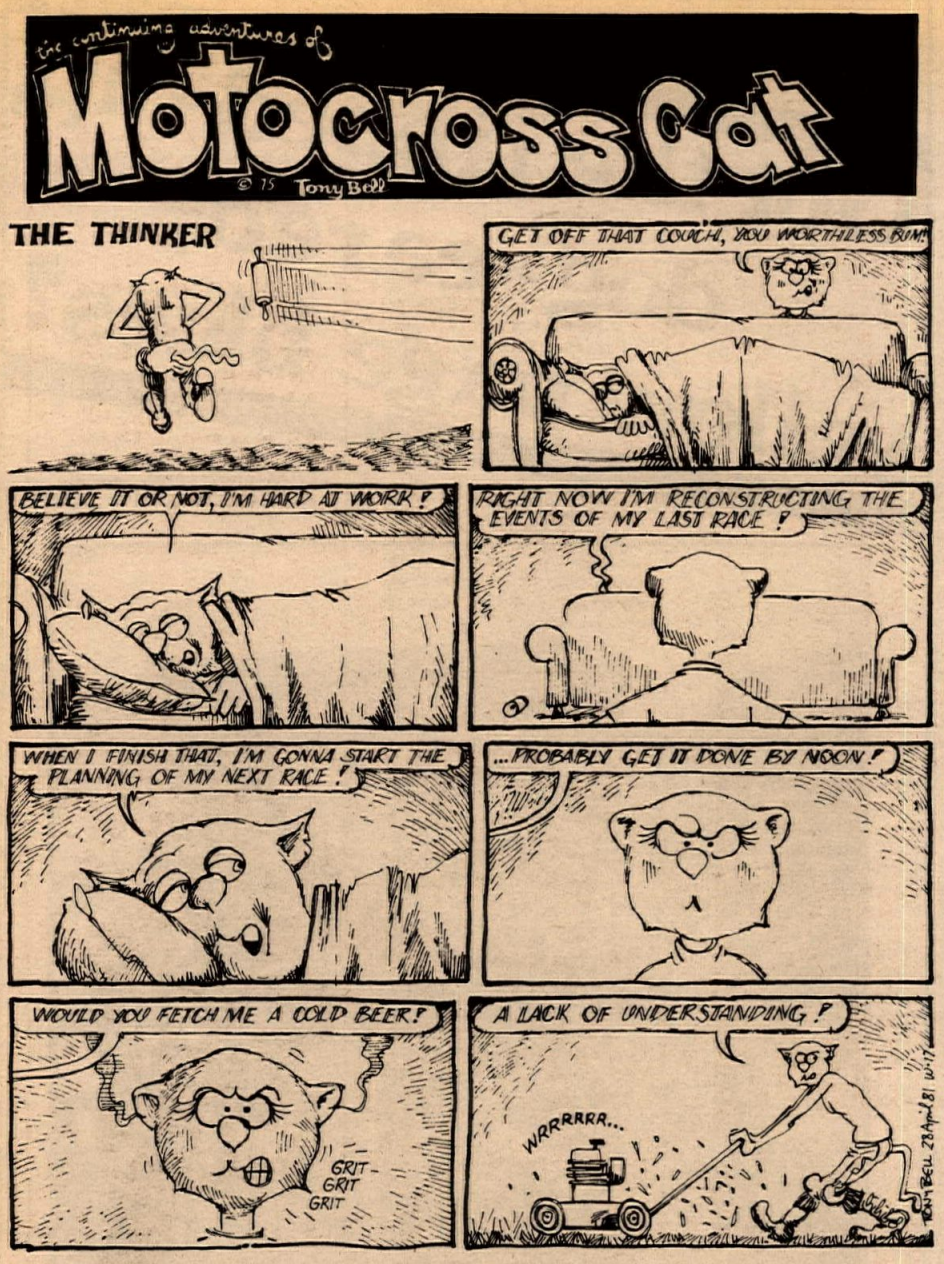

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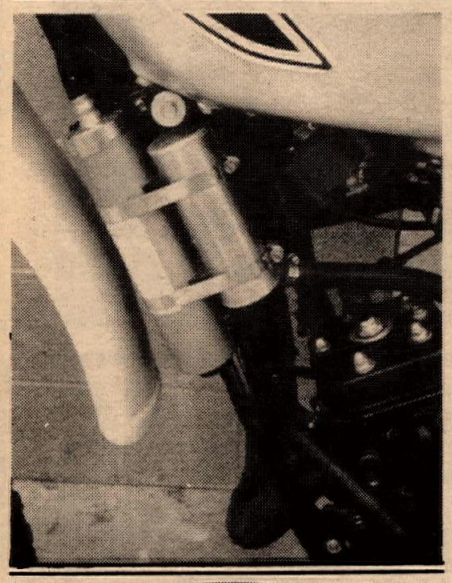

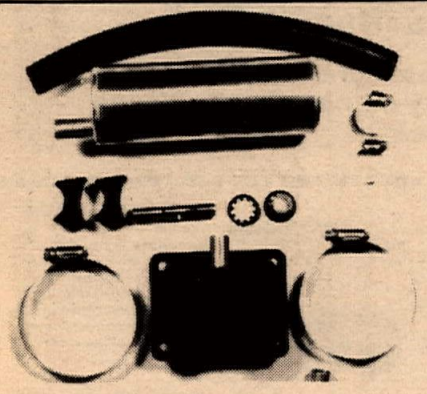

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6000 mi., new K81's, looks, runs new. (503) 741-4641. Eugene, Ore. (21)

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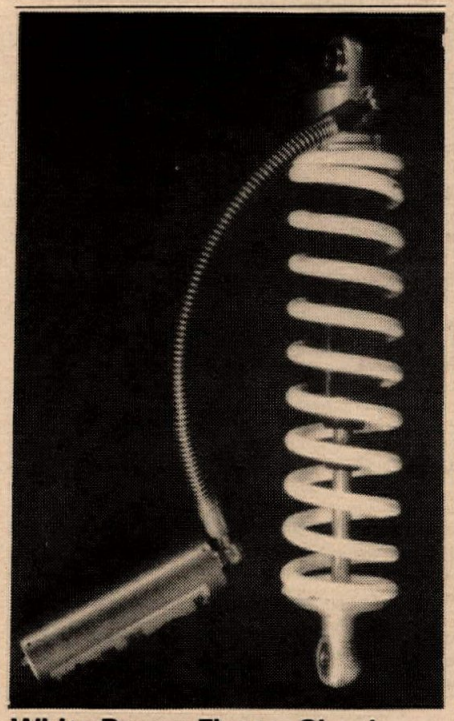

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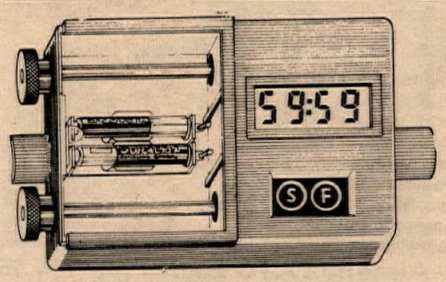

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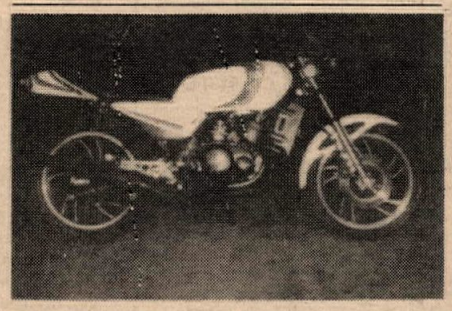

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ADVERTISER INDEX

AME ... 45
J.C. Agajanian ... 47
Bert's Motorcycles ... 13,29
Best Fabrication ... 46
Bill's Pipes ... 47
Burbank Yamaha ... 29
C & J Precision Products ... 36
CRC ... 45,47
Cal Mart Plating ... 36
Can-Am ... 5
Canoga Park Suzuki ... 39
Corona Raceway ... 44
Curnutt Shocks ... 46
Cycle News Products ... 36,51,53
Cycle News Sub. Info ... 41
Cycle Rider Discount Warehouse ... 36
Daido Corp ... 21
DeAnza Cycle Park ... 47
Dirt Diggers M.C. ... 45
District 37 ... 44
Downen's Cycle Center ... 46
Gold Belt Line ... 37
Hallman Racing ... 36
Hannah/Wise MX School ... 29
Harley Davidson ... 24&25
Hi Point ... 5,21,29,33
Indian Dunes ... 45
Inland Motor Speedway ... 47
International Speedway ... 44
Jones Goggles ... 29
KTM America, Inc. ... 35
Kawasaki Motors ... 11
Kerker ... 37
Kolbe Cycle ... 36
Lakewood Honda ... 36
Leitner Corp ... 46
Long Beach Yamaha ... 29
Ken Maely Ent ... 46
Maxima ... 46
Mikuni American Corp ... 39
Moto-X Fox ... 46
M/C Tire Corp ... 43
National Motorsports Assn ... 47
Neotech Intl ... 33
Norris Cycle Products ... 47
Orient Express ... 33
Othman Dist ... 51
PCP Yamaha ... 51
Performance Cycle ... 51
Performance Lab ... 51
Pro-Cap Tires ... 39
R.C. Engineering ... 27
RPM ... 47
Racer's World ... 21
R.J. Reynolds Tobacco Co. ... 56
Rincon Kawasaki ... 33
SRA ... 45
Saddleback Park ... 47
Saddleback Saturday MX ... 44
Simi Valley Cycles ... 51
Malcolm Smith M.C. ... 51
So Cal Racing Fuel ... 46
Stadium Motorsports ... 47
Suzuki of Riverside ... 46
T & O Yamaha ... 43,46
Sammy Tanner Dist ... 36
Terrycable ... 43
Tire Factory ... 46
Track N' Travel ... 46
Tu Gee Ent ... 33
U.S. Suzuki Motor Corp ... 6&7,19,23
Western Scooter Distributor ... 46
Yamaha Int'l ... 16&17
Young Sport Systems ... 37

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